Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning
Transportation Committee Agenda
Wednesday, January 6, 2010

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

1.0 Call to Order and Introductions **9:30 AM**
Chris Snyder, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes
The draft minutes from the November 20, 2009 meetings are attached.

ACTION REQUESTED: Approval of minutes of the November 20, 2009 meetings

4.0 Regional Freight System Planning (Tom Murtha)
CMAP staff will present an update on the Regional Freight System Planning Recommendations project. Staff will update the committee on the project's progress, including draft policy and project recommendations. The project web site is located at http://www.cmap.illinois.gov/cmp/freightsystem.aspx.

ACTION REQUESTED: Information and Discussion

5.0 Regional Transportation Operations Coalition (Todd Schmidt)
CMAP is working with regional partners to develop a Regional Transportation Operations Coalition. Staff will present information about the proposed coalition. A draft concept is posted at http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=18114.

ACTION REQUESTED: Recommend establishment of Regional Transportation Operations Coalition

6.0 Transportation Improvement Program (TIP) (Leroy Kos)

TIP revisions that exceed amendment thresholds have been requested. The state/regional resources table (Table 3-1) has been updated to include the recent RTA Board approved capital program marks for 2010-2014. The TIP Amendments and modifications and Table 3-1 are attached. Revisions include line items that have been awarded, moved or deleted.

ACTION REQUESTED: Acceptance of Table 3-1 and approval of TIP revisions.

7.0 Semi-annual TIP/RTP Conformity Analysis and TIP Amendments (Leroy Kos)

Release of the Semi-annual TIP/RTP conformity analysis and TIP amendments for public comment is requested. The analysis and amendments will be the subject of a 45 day comment period. See attachments.

ACTION REQUESTED: Release of the TIP Amendments and conformity analysis for a 45 day public comment period from January 6 to February 20, 2010.

8.0 CMAQ Rescission and Active Program Management (Holly Ostdick)

CMAP staff will provide an update on the implementation of the CMAQ rescission and other Active Program Management Activities.

ACTION REQUESTED: Information

9.0 GO TO 2040

9.1 Preferred Scenario (Bob Dean)

A "preferred Regional Scenario" which describes the key policy directions covered in *GO TO 2040* was developed this fall. The committee has discussed the preferred Regional Scenario during its October and November meetings. This document does not contain specific recommendations or policies, but does indicate what topics will be the focus of *GO TO 2040*. Staff requests that the committee recommend endorsement of this document to the MPO Policy Committee. Upon receiving endorsement, staff will continue to work with the committee to develop specific recommendations or policies in the areas highlighted in the preferred Regional Scenario.

ACTION REQUESTED: Recommendation for endorsement by the Transportation Committee to the Policy Committee and CMAP Board.

9.2 Financial Plan (Matt Maloney)
Staff will update the committee on the development of the financial plan, including revisions to costs and core revenues, initial estimates of reasonably expected revenues, and implications for overall fiscal constraint.

ACTION REQUESTED: Discussion

9.3 Major Capital Projects (Ross Patronsky)
Staff will update the committee on the description and evaluation of major capital projects, including the schedule for the remainder of the evaluation and prioritization process.

ACTION REQUESTED: Information

10.0 Regional Highway Ride Quality (Dan Rice)
CMAP staff will present a brief report on a recently completed study of highway ride quality for freeways and principal arterials in the region, using the International Roughness Index, consistent with our *2030 Regional Transportation Plan* performance measure and Regional Indicators processes. The study is posted at http://www.cmap.illinois.gov/cmp/measurement.aspx

ACTION REQUESTED: Information

11.0 RTA Update (Sid Weseman)
This is a standing committee agenda item for RTA to update the committee on implementation of HB 656 and other relevant topics.

ACTION REQUESTED: Information

12.0 State Legislative Update (Ylda Capriccioso)
CMAP staff will share what legislative activity it is aware of and ask committee members to share what legislation they may be supporting, opposing or otherwise tracking.

ACTION REQUESTED: Information and Discussion

13.0 Coordinating Committee Reports

The next Planning Committee meeting is scheduled for January 13, 2010. The next Programming Committee meeting is scheduled for February 10, 2010. There will be no reports at this meeting.

14.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

15.0 Other Business

16.0 Next Meeting

The next meeting is scheduled for March 5, 2010 at 9:30 a.m. in the Cook County Room.

17.0 Adjournment

Transportation Committee Members

_____ Charles Abraham	_____ Jamy Lyne	_____ David Simmons
_____ Rocky Donahue	_____ Jan Metzger	_____ Peter Skosey
_____ John Donovan***	_____ Arlene J. Mulder	_____ Chris Snyder*
_____ John Fortmann	_____ Randy Neufeld	_____ Steve Strains
_____ Rupert Graham, Jr	_____ Jason Osborn	_____ Vonu Thakuriah
_____ Jack Groner	_____ Leanne Redden**	_____ Paula Trigg
_____ Luann Hamilton	_____ Tom Rickert	_____ David Werner***
_____ Robert Hann	_____ Mike Rogers	_____ Ken Yunker
_____ Fran Klaas	_____ Joe Schofer	_____ Tom Zapler
_____ Don Kopec	_____ Keith Sherman	_____ Rocco Zucchero

*Chair **Vice-Chair ***Non-voting

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Transportation Committee Minutes
November 20, 2009

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

Members Present: Chair - Luann Hamilton – CDOT, Chris Snyder – DuPage County, Chuck Abraham – IDOT- DPIT, John Biessel – Cook County, Brian Carlson - IDOT District One, Maria Choca-Urban – CNT, Chalen Daigle- McHenry County, John Donovan – FHWA, Jack Groner-Metra, Henry Guerriero – Tollway, Robert Haan – Private Providers, Don Kopec - CMAP, Jamy Lyne– Will County, Arlene J. Mulder – Council of Mayors, Leann Redden-RTA, Thomas Rickert – Kane, David Simmons – CTA, Peter Skosey – Metropolitan Planning Council, Lorraine Snorden - Pace, Mike Sullivan – Kendall County, Paula Trigg– Lake County, David Werner – FTA

Members Absent: Bill Brown – NIRPC, Mike Rogers - IEPA, Sarah Lutz - McHenry County, Joe Schofer - Northwestern University, Randy Neufeld - Bicycle and Pedestrian Task Force, Les Nunes – IDOT - OP&P, Vonu Thakuriah - UIC-UTC, Ken Yunker – SEWRPC, Tom Zapler – Class 1 Railroad Companies

Others Present: Kristen Bennett, Glen Campbell, Len Cannata, Bruce Christensen, Michael Connelly, Kama Dobbs, Henry Guerriero, Christina Kupkowski, Alex Oreschal, Marta Perales, Tom Rickert, Chad Riddle, David Seglin, Brian Shaw, Vicky Smith, Chris Staron, Emily Tapia, James Tigue, Mike Walczak, Jan Ward, Sid Weseman, Tammy Wierciak

Staff Present: Shana Alford, Patricia Berry, Janet Bright, Bob Dean, Teri Dixon, Leroy Kos, Matt Maloney, Holly Ostdick, Ross Patronsky, Joy Schaad

1.0 Call to Order and Introductions

Luann Hamilton, Committee Chair, called the meeting to order.

2.0 Agenda Changes and Announcements

Luann Hamilton spoke briefly about the rescission for the locally programmed STP funds. The amount identified for the northeastern Illinois TMAs is approximately $15 million. The SAFETEA-LU subcommittee may be activated to discussion the rescission so that a recommendation may be made at the January MPO Policy committee meeting.

3.0 Approval of Minutes

Teri Dixon reviewed revised language for the public comment portion of the October 23rd meeting minutes. There were no other corrections. On a motion by Mr. Groner, seconded by Ms. Trigg minutes from September 18, 2009 meeting and the revised October 23, 2009 minutes were approved. Vote: All ayes.

4.0 Coordinating Committee Reports

Chris Snyder gave a report from the Programming Committee which met on October 14th. The committee was presented with a revised 2009 Northeastern Greenway Trails Plan which included changes made to the language on transit; the plan was recommended for approval. There was also discussion about the Interagency Partnership for Sustainable Communities, a partnership represented by the White House Office of Urban Affairs, U.S. Environmental Protection Agency, U.S. Department of Transportation, and the U.S. Housing and Urban Development. Finally, the FFY 2010-2011 CMAQ program was presented and recommended for approval.

Luann Hamilton gave a report from the Planning Coordinating Committee which met on November 18, 2009. Ms. Hamilton highlighted three key topics that were discussed at the meeting.

Preferred scenario development – The committee discussed the development process for the preferred scenario, which will form the basis of GO TO 2040's recommendations. The preferred scenario is scheduled to be brought to the Transportation Committee for a recommendation for endorsement in January 2010, and is currently being presented to stakeholder groups for comments. The committee discussed the contents of the preferred scenario and the comments received to date.

Board discussion of GO TO 2040 recommendations – Potential recommendations of GO TO 2040 will be brought to the Board for discussion over the next several months. These recommendations are consistent with the priorities of the preferred scenario. The Board will be asked to discuss the proposed direction for each of these recommendations and provide feedback to staff. Recommendations related to transportation will also be discussed at the Transportation Committee over the next several months; the discussion of freight today is part of this process.

Plan production and promotion – The committee discussed the production and promotion of GO TO 2040. Having materials that effectively communicate the plan's recommendations is important to its success. Staff are currently in the process of selecting a consulting firm to assist with this.

Ms. Hamilton announced that the CMAP board is scheduled to review the individual topics of the plan during 2010 and will likely review a few topics at each meeting. Currently CMAP is searching for an independent contractor who has expertise in media planning to lead the promotion of the *GO TO 2040* plan in 2010. CMAP is interviewing a short list of consultants and a decision will be made in December.

5.0 Transportation Improvement Program (TIP)

Mr. Kos explained that revisions for FFY09 line items to be awarded, moved into other years, or deleted were requested for this set of TIP changes. These changes were in conjunction with the beginning of the federal fiscal year 2010, October 1st, 2009. Mr. Kos stated that there were no public comments on the non-exempt and exempt TIP amendment and modification reports. Mr. Kos also explained that Attachment A is a list of TIP fund categories and the selected years of the TIP. Mr. Kos requested approval of the TIP revisions and Attachment A with both FFY 09 and FFY 10 as selected years. On a motion by Mr. Kopec, seconded by Mr. Rickert, the TIP revisions and Attachment A were approved. Vote: All ayes.

6.0 Preliminary Meeting Dates – Shana Alford

Ms. Alford reminded the committee that selected calendar dates for the year 2010 were sent out several times for comments. The revised agreed to dates are listed below. Ms. Alford requested final approval of the dates.

Final Meeting Dates for Calendar Year 2010
January 6

March 5
April 23
May 21
June 4
July 30
August 20
September 17
November 19

On a motion by Mr. Groner, seconded by Ms. Trigg the dates for the 2010 Transportation Committee meetings were approved. Vote: All ayes.

7.0 CMAQ Rescission

Holly Ostdick announced that there is an $83 million rescission to the CMAQ program. The CMAQ Project Selection Committee (PSC) met on 10/30/09 and 11/17/09 to consider options for implementing the rescission. Staff provided six options to the CMAQ PSC for implementing the rescission. The CMAQ PSC directed staff to develop a strategy to move all projects with 100% unobligated funding onto a CMAQ A list and effectively out of the Transportation Improvement Program (TIP) in order to meet fiscal constraint and to assist in active program management. Ms. Ostdick talked through the memorandum that was given to the committee in advance for review.

Key points of the presentation were:

- The 100% unobligated projects will be moved out of the TIP and onto the CMAQ A-list. The CMAP Transportation or MPO Policy Committee can take action to move a project back into the TIP. Project sponsors will be required to notify CMAP staff that a project is ready for obligation in order for the project to be moved back into the TIP. Staff will work with IDOT and RTA to ensure the project is ready for obligation prior to TIP changes proceeding for these projects.
- This option for implementing the rescission puts the onus on project sponsors to closely monitor projects, to move forward with projects, and to be aware of the status of their projects. The projects, as all CMAQ projects, are subject to the programming policies approved in March by the MPO Policy Committee and CMAP Board

Jack Groner requested clarification of the process, if a project is ready for implementation and needs to get back into the TIP. Ms. Ostdick reiterated that the project sponsor will have to request that the project be moved back into the

TIP and show proof that their project is ready for obligation. CMAP staff will then confirm with the RTA and IDOT that in fact the project is ready for obligation. Once confirmation is received a TIP change will occur. Currently the CMAQ A list is a little under $200 million. This will allow funding to be available for projects that are moving forward. Mr. Groner wanted to confirm that it would only take a letter and justification to be sent to CMAP for a project to be re-programmed, which Ms. Ostdick confirmed, subject to RTA or IDOT concurrence.

Ms. Ostdick made the committee aware that RTA will consider the service boards' programs in December and the MPO Policy Committee will not consider moving projects out of the TIP until January. Given this timing, projects that are part of the 2010 approved program will have an opportunity to be obligated prior to the January Policy Committee meeting.

Jamy Lyne asked if a list of 100% unobligated projects is available. Ms. Ostdick stated that the list will not be final until it is adopted by the MPO Policy Committee in January, and a draft list is available now on the CMAP website. This list includes information on the year in which the project was programmed so it is apparent how long the projects have been dormant. Peter Skosey asked whether or not the rescission's impact on the CMAQ program was a result of having an unobligated balance in the program and Ms. Ostdick stated that this was indeed the case. Mr. Skosey also asked if there is potential for another rescission. Ms. Ostdick replied affirmatively and reiterated that actions are being taken to actively manage projects in an attempt to avoid future rescissions to CMAQ. The current programming policies are to spend down unobligated balances and get these projects moving to avoid further rescissions as well as lapsing of federal funds.

Peter Skosey asked why $194 million of CMAQ funding was moved out of the TIP instead of just the $83 million rescission amount. Luann Hamilton explained that a pool of available resources has to be created so that staff is able to move projects that are anticipating obligation and that moving all of the projects that are 100% unobligated will hopefully motivate sponsors to make progress with their projects. Ms. Ostdick added that the Transportation Committee schedule takes into account the IDOT letting schedule and FTA grant schedule so no projects delays will occur once a project is ready for obligation and a request is received.

Chris Snyder wanted to know if one or all phases of a project will be moved from the CMAQ A-list into the TIP. Ms. Ostdick responded that the PSC had determined that all phases should be moved at once into the TIP if a request is made. Ms. Ostdick informed the committee that if a project is on the A-list then it will be treated as if it is in the TIP which means that projects will be subject to the programming policies that were adopted by the MPO Policy Committee and CMAP Board in March of 2009 and will have the opportunity for a one time move into another fiscal year and if an obligation does not occur within the year that the project was moved to the project would be considered for withdrawal. These policies were created to address the challenge of dormant projects.

It was asked whether this form of programming would be the way new projects would be programmed in future years. Don Kopec reminded the committee that there is no call for new projects until federal fiscal year 2012 which will hopefully allow for CMAQ projects to get moving. Dave Seglin inquired if the fact that we are moving more than the $83 million required for CMAQ could handle the STP rescission as well. Mr. Donovan stated it is a program specific rescission. Ross Patronsky reiterated that the goal of moving projects with 100% unobligated balances to a CMAQ A list identifies the projects that are dormant. Staff is hoping for a self-selection process for cancelling projects that will amount to $83 million. However, if this does not happen then program management tools will also identify dormant projects. One option the CMAQ PSC considered was to move projects to future years of the TIP, however it was determined that this would just postpone the problem. Mr. Patronsky said that the CMAQ PSC just approved one time moves due to the status updates due at the end of the Federal Fiscal Year and anticipates that in October 2010 the CMAQ PSC will have a lot of choices to make since of the150 projects with phases in 2009, 108 projects used their one time move, and 81 projects moved into the next Federal Fiscal Year.

Luann Hamilton mentioned the IDOT appropriation for State Fiscal Year (SFY) 2010 is $21 M. If there is a flood of projects moving forward using state appropriation the region might run into the issue of no appropriation remaining. Ms. Ostdick stated CMAP staff and the state are working together to try and identify an appropriate appropriation. Ms. Ostdick reminded the committee that last year the STP program had a similar issue. In 2009, suburban councils used 140% of the state appropriation and the state was accommodating.

On a motion by Mr. Rickert, seconded by Mr. Neufeld, the rescission implementation plan described within the memo to the Programming Coordinating Committee, CMAP Board, and MPO Policy Committee was recommended. Vote: All Ayes

8.0 ***GO TO 2040***

8.1 Preferred Scenario, Financial plan, Major Capital Projects

Bob Dean updated the committee on the *GO TO 2040* process. He stated that an updated draft of the preferred Regional Scenario was included in the meeting materials, and the committee would be asked to recommend endorsement of the final document at their January meeting. He also stated that the schedule for major capital project evaluation had been delayed for several months to allow more time for technical work, stakeholder coordination, and public engagement, and a recommended fiscally constrained project list was now expected to be finalized by June 2010, rather than March 2010. Mr. Dean added that at the January meeting, the initial project evaluations would be complete, and an initial estimate of fiscal constraint would also be presented for discussion.

Peter Skosey suggested using the term "coordinate" instead of "unsiloing" when describing the effort being made to better cross-reference scenarios.

8.2 Strategy Report: Travel Demand Management

Tom Murtha presented on the results of the Travel Demand Management (TDM) strategy paper completed early in 2009. Mr. Murtha emphasized managing travel demand is aimed to reduce congestion and increase mobility. Strategies that were suggested in the paper would be implemented by local businesses, universities, hospitals and communities, and state government.

Mr. Murtha said that the paper's review of TDM mechanisms included traveler information, employer/campus travel demand management, auxiliary transit services, and market incentives. For example, the paper suggested that a 511 system could be a regional or state-wide system to provide a "one-stop shop" for travel information; this type of system has been effective in places like San Francisco. Another strategy reviewed included individualized marketing. Research shows that individualized and targeted marketing for TDM has a better chance at changing behavior of drivers and passengers than mass-market techniques, since individualized marketing can

be targeted to individuals ready to change behavior and who live in areas conducive to such behavioral change.

New and innovative programs like the Auxiliary Transit Services- Regional Rideshare Programs, along with market and financial incentives are other ways to get people to participate in multi-modal travel was discussed. Also, employers and campus demand management strategies have been used too, to encourage alternative travel to driving.

Staff completed data analysis to find out what the travel behavior is across the region and it was found that few people drive many miles per car per year. Most auto travel is local, and might be subject to travel demand management. Also, the annual miles driven per vehicle is remarkably consistent across the region, though vehicle ownership varies dramatically. Thus, affecting vehicle ownership is an important travel demand management strategy. Staff used the annual miles data to test various alternatives to raising additional funds for Illinois with a gas tax. Staff also determined how much fees would have to be raised to replace the state gas tax. While the revenue from a VMT fee might be important one day, Mr. Murtha stated that VMT fees only at the levels necessary to replace the gas tax will not be substantial or decisive in managing travel demand.

Staff also looked at equity issues associated with market mechanisms. From a consumer expenditure survey staff found that people in the lowest 20 percentile income bracket are spending $3000 per year on transportation, a higher proportion of income than people in higher income brackets. Because people with higher incomes drive more, a VMT fee to replace the gas tax might not be inequitable, but it might still be burdensome. However, converting insurance premiums to be VMT-based would increase equity, since they are large and are currently collected on a flat basis regardless of income. VMT-based insurance premiums could present the opportunity for people to control substantial costs by reducing travel demand. Thus, VMT-based auto insurance, available in other states, might have the double benefit of increasing equity and helping to manage travel demand.

Peter Skosey asked Mr. Murtha why VMT fees as an alternative to the gas tax did not impact behavior and whether or not the transportation model used variable or flat VMT. Mr. Murtha explained that the model looked at flat fees, variable fees and numerous other options. Dave Seglin referenced pg. 22 of the strategy paper and stated that it is likely that fuel prices would impact

land use over time and felt this was an important point to note in the analysis. Luann Hamilton explained that fluctuations in gas prices won't affect where you live unless it is sustained over a long period of time.

The TDM strategy paper is **online**.

8.3 Regional Freight System Planning Recommendations

Tom Murtha presented a process to develop planning recommendations for the regional freight system. The planning recommendations considered the economic impact of investments in the freight system as well as the changes in the freight flows forecast to 2040.

By 2040 traffic is expected to grow substantially. The goal of the recommendations is to put in place policies and projects that will make the system work no matter what changes happen in industries over time. Currently CMAP has a contract with Cambridge Systematics to prepare the freight planning recommendations. The project is fully integrated into the *GO TO 2040* process. It is expected that the work by Cambridge Systematics will be completed in January. The analysis includes a series of themes on economics, logistics, freight infrastructure, organization, public policy, environment and community impact.

Mr. Murtha thanked committee members for their cooperation to date, which has included both the provision of data and staff assistance in the development of projects and policies.

Mr. Murtha pointed out that the CREATE model of public-private partnership with mutual benefits is a good example for the region. There is substantial public benefit to gain from this program. The consultants are working with stakeholders to identify ways for the region to move forward with such win-win programs, ensuring both public and private-sector support. Such win-win solutions will strengthen both Chicago-region industries needing better access to markets and will reduce transportation system congestion.

Mr. Murtha made note of a few findings for the project. First, much of the freight traffic in the region is through traffic. This traffic will need to be accommodated somehow, since the industrial base of our neighboring Midwest states, with whom we share strong economic links, depends greatly

on the ability to move their products through Chicago. Mr. Murtha also pointed out that for shippers, system reliability was critical.

Mr. Murtha finished the presentation by pointing out some design solutions, such as roundabouts and turning roadways that work both for the freight industry and for other users, including walkers and cyclists.

9.0 RTA Update

The RTA is working through a series of detailed studies, conditions assessments, market assessments, and a long term financial outlook. The RTA plans to talk about key findings and their meanings. The RTA would like to collaborate with CMAP on the *GO TO 2040* planning process in the near future.

10.0 Public Comment

There were no public comments.

11.0 Other Business

Chris Snyder congratulated Luann Hamilton for the work she has accomplished as the Committee Chair. Friday, November 20th, was the official last day for Ms. Hamilton as Chair of the Transportation Committee. Ms. Hamilton will continue to be involved as the liaison between the Transportation Committee and the Planning Coordinating Committee.

12.0 Next Meeting

The next meeting will be held on January 6, 2010.

Adjournment

Meeting adjourned at 10:38 a.m.

Transportation Committee Members

____ Charles Abraham	____ Jamy Lyne	____ David Simmons
____ Rocky Donahue	____ Jan Metzger	____ Peter Skosey
____ John Donovan***	____ Arlene J. Mulder	____ Chris Snyder*
____ John Fortmann	____ Randy Neufeld	____ Steve Strains
____ Rupert Graham, Jr	____ Jason Osborn	____ Vonu Thakuriah
____ Jack Groner	____ Leanne Redden**	____ Paula Trigg
____ Luann Hamilton	____ Tom Rickert	____ David Werner***
____ Robert Hann	____ Mike Rogers	____ Ken Yunker
____ Fran Klaas	____ Joe Schofer	____ Tom Zapler
____ Don Kopec	____ Keith Sherman	____ Rocco Zucchero

*Chair **Vice-Chair ***Non-voting

Draft

Table 3 -1
Chicago Metropolitan Agency for Planning
Preliminary State / Regional Resources
All Figures are in millions $

Draft

(Statewide) (A)(1)	FFY 2010 Federal	FFY 2010 Match Needs	FFY 2010 Total	FFY 2011 Federal	FFY 2011 Match Needs	FFY 2011 Total	FFY 2012 Federal	FFY 2012 Match Needs	FFY 2012 Total	FFY 2013 Federal	FFY 2013 Match Needs	FFY 2013 Total	FFY 2014 Federal	FFY 2014 Match Needs	FFY 2014 Total	Summary FFY 2010-2014 Federal	Summary FFY 2010-2014 Match Needs	Summary FFY 2010-2014 Total
FAI Maintenance	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	1,322.600	146.956	1,469.556
FAI Maintenance (Disc)																		
NHS	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	1,127.740	281.935	1,409.675
HBRRP	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	729.670	182.418	912.088
Equity Bonus	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	463.380	115.845	579.225
STP	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	494.500	123.625	618.125
Safety (HSIP)	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	227.295	25.255	252.550
Safety (RR Xing)	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	50.785	5.643	56.428
STP (Enhancement 10%)	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	146.020	36.505	182.525
STP (Enhancement (ARRA)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
High Priority Projects	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Recreational Trails	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	8.845	2.211	11.056
Statewide (ARRA Funds)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	635.267	0.000	635.267
	914.167	184.078	1,098.245	914.167	184.078	1,098.245	914.167	184.078	1,098.245	914.167	184.078	1,098.245	914.167	184.078	1,098.245	5,206.102	920.392	6,126.494
Match Resources / State Only (B) (8) >>>		987.000	987.000		1,024.800	1,024.800		1,024.800	1,024.800		1,024.800	1,024.800		1,024.800	1,024.800		5,086.200	5,086.200
(Regionwide FHWA) (2)																		
STP Local	105.977	26.494	132.471	105.977	26.494	132.471	105.977	26.494	132.471	105.977	22.821	114.103	105.977	22.821	114.103	529.885	128.798	643.988
STP Counties	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	14.735	3.684	18.419
CMAQ (MPO Region)	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	456.095	114.024	570.119
High Priortity Projects	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Regional (ARRA Funds)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	200.143	50.036	250.179	200.143	50.036	250.179	200.143	50.036	250.179	200.143	46.363	231.811	200.143	46.363	231.811	1,000.715	246.506	1,232.526
Match Resources (Local) (3)		344.509	344.509		344.509	344.509		344.509	344.509		344.509	344.509		344.509	344.509		1,760.154	1,760.154
(Regionwide FTA) (C)																		
Sect. 5307/ 5340	251.300	62.825	314.125	262.800	65.700	328.500	273.300	68.325	341.625	284.200	71.050	355.250	295.500	73.875	369.375	1,367.100	341.775	1,708.875
Sect. 5307 (4)	(90.120)	0.000	(90.120)	(104.167)	0.000	(104.167)	(111.569)	0.000	(111.569)	(115.549)	0.000	(115.549)	(115.586)	0.000	(115.586)	(536.990)	0.000	(536.990)
Operating Assistance (4a)	(137.762)	0.000	(137.762)	(122.216)	0.000	(122.216)	(65.000)	0.000	(65.000)	0.000	0.000	0.000	0.000	0.000	0.000	(324.978)	0.000	(324.978)
Sect. 5309(m)(2)(B)	174.900	43.725	218.625	180.500	45.125	225.625	187.700	46.925	234.625	195.300	48.825	244.125	203.100	50.775	253.875	941.500	235.375	1,176.875
Sect. 5309(m)(2)(A) (New Start) (5)	24.305	6.076	30.381	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	24.305	6.076	30.381
Sect. 5309(m)(2)(C)	3.940	0.985	4.925	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.940	0.985	4.925
Sect. 5339 (Alternatives Analysis)	0.760	0.190	0.950	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.760	0.190	0.950
Sect. 5307/Sect. 5309 (ARRA Funds)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	227.322	113.801	341.124	216.918	110.825	327.743	284.431	115.250	399.681	363.951	119.875	483.826	383.014	124.650	507.664	1,475.636	584.401	2,060.037
Match Resources / RTA (6)(7)		848.944	848.944		804.537	804.537		577.321	577.321		577.321	577.321		577.321	577.321		3,803.791	3,803.791

Notes:
A- FHWA SAFETEA-LU apportionments for FFY 2009, FHWA, Illinois Div., Springfield.
B- State matching resurces for FY 2010 through 2015; from the Proposed Highway Improvement Program; IDOT
C- FTA estimates are from the FFY 2010 through 2014 RTA Capital Program Marks Dated Dec.17, 2009.
1- Statewide figures are based upon SAFETEA-LU apportionments from FHWA to the states. All forecasts assume SAFETEA-LU authorization levels. Fund estimates for FY 2010 through FY 2013 utilize the estimates for FFY 2009. Regional amounts of IDOT statewide funds will vary based upon project readiness, and are subject to IDOT priorities and obligation ceilings.
2- Regional figures are based on setasides for local programming, designated program funds and apportionment estimates for FTA programs.
3- Local match resources for regionally funded programs are from state MFT distributions as set by state law for counties and municipalities.
4- Sec. 5307 and 5309 is reduced by the estimated amounts for debt service (Principal and interest).
4a- Sec. 5307 and 5309 is reduced by the estimated amounts needed to balance CTA and Pace operating budgets.
5- New Start funding for FY 2010 are estimates for eligible projects and FFGA's.
6- RTA match sources are from regional / State taxes, operating funds, and bonding authority.
7- RTA Marks include actions by the Illinois Legislature for $2.7 Billion in Bonding.
8- Additional appropriation from Road Fund and Series A bonds.
a- Statewide figures are subject to revision. The major fund categories include Equity Bonus distributions.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **CMAP Transportation Committee**

Date: **December 29, 2009**

From: **CMAP Staff**

Re: **Semi-annual TIP/RTP Conformity Analysis and TIP Amendments**

In accordance with the biannual conformity analysis policy agreed to in 2007, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. All programmers were contacted and requested to submit any changes. CMAP staff received responses from all programmers and specific changes are listed in the attached reports. Staff received over 200 change requests but, of these changes, only 58 projects required conformity action

There were twenty-four projects that required work type changes including adding, changing, or removing worktypes. Worktypes describe the work being completed in a project. Worktypes also determine if a project is exempt, exempt tested, or non-exempt. If the existing work type was already conformed, no additional action was required.

- An exempt worktype does not require an air quality conformity analysis. Examples of exempt projects include road resurfacing and bus rehabilitation.
- Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include lane widening and new commuter parking lots.
- Non-exempt projects have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road, signal timing or extending a rail line.

Other changes include twelve new projects and nine deleted projects. Also, there were nine projects with limit changes. Limits are the cross-streets, mileposts or other boundaries which define the extent of a project.

Eighty five projects changed completion years. Completion years indicate when a project is anticipated to be in service to users and determines what analysis years the project will be considered in. The current conformity analysis includes three analysis years, 2010, 2020 and 2030. When a

project's completion year change puts it into a different analysis year, a new conformity analysis is required. Thirty percent of those projects had a completion year change affecting the analysis year.

Chart 1 shows a break-down of the type of project changes requested.

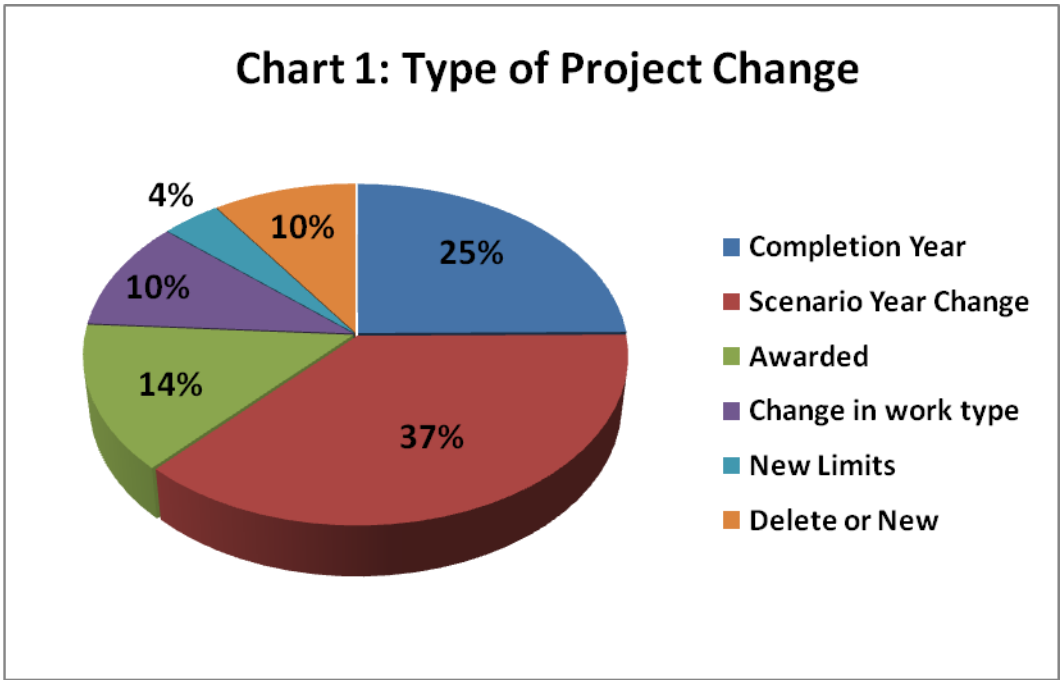
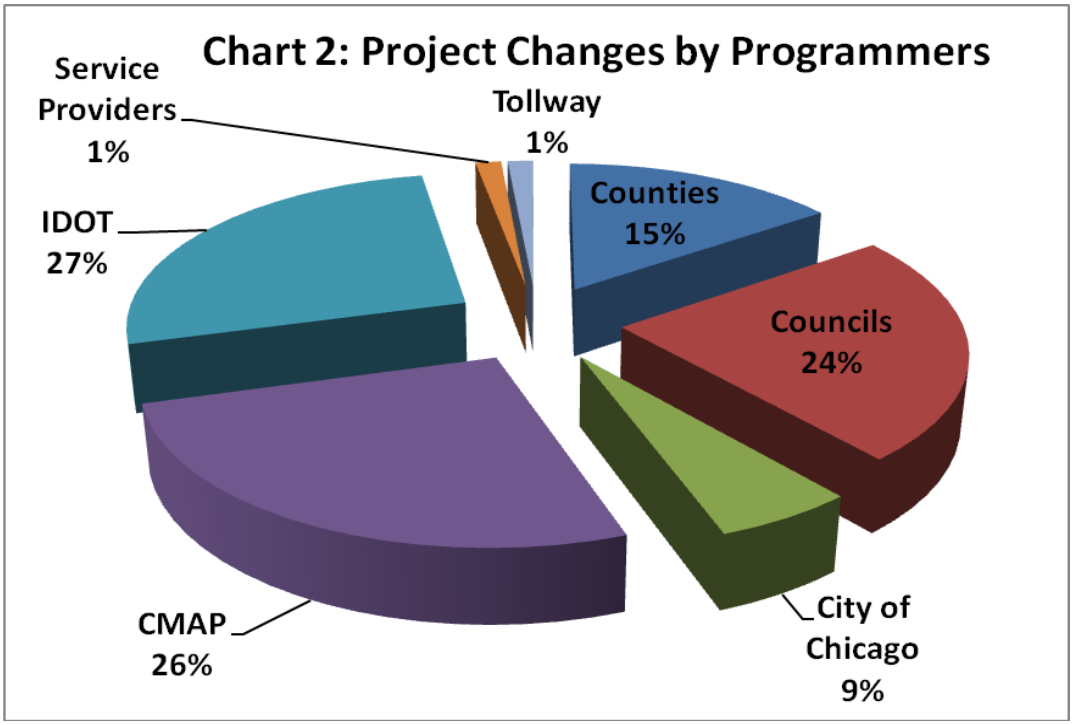


Chart 2 is a break-down of changes submitted by programmer



The 2010, 2020 and 2030 highway networks were coded to include the project changes listed in the Non-Exempt Projects Requiring Conformity Determination report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA's MOBILE model. The on-road emission estimates are the sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are no SIP budgets for annual direct $PM_{2.5}$ and NOx emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combined direct $PM_{2.5}$ and NOx emissions remain below emissions estimates for 2002, the baseline year.

Northeastern Illinois Transportation Improvement Program
March 9, 2010 Amendment
Conformity Analysis Summary Results

$PM_{2.5}$

		Fine Particulate Matter				Nitrogen Oxides			
Year	Annual VMT	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattain-ment area Total	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattain-ment area Total
2002	58,696,684,998	0.0475	**3,070.78**	**562.64**	**3,633.42**	2.5908	**167,630.81**	**30,397.97**	**198,028.78**
2010	62,631,712,211	0.0240	**1,660.16**	**158.90**	**1,819.06**	1.1760	**81,188.47**	**8,442.66**	**89,631.13**
2020	66,983,178,888	0.0138	**1,020.09**	**114.32**	**1,134.41**	0.3580	**26,430.17**	**3,004.68**	**29,434.85**
2030	71,705,929,333	0.0126	**999.29**	**116.46**	**1,115.75**	0.2346	**18,539.79**	**2,065.23**	**20,605.02**

Ozone

		VOC			NOx		
Year	Summer Day VMT	Global rate (gm/mi)	Tons	SIP	Global rate (gm/mi)	Tons	SIP
2007	176,951,339	0.6238862	**121.69**	127.42	1.4346931	**279.84**	280.40
2010	181,942,965	0.4646997	**93.20**	127.42	1.0871627	**218.04**	280.40
2020	194,586,055	0.2393749	**51.34**	127.42	0.3297646	**70.73**	280.40
2030	208,314,189	0.2266075	**52.03**	127.42	0.2116283	**48.60**	280.40

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC values from analysis of December, 2008
2007 ozone values from conformity analysis approved in October, 2006

Non-Exempt Projects Requiring Conformity Determination

Released for Public Comment on January 6, 2010

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-03-0002 Chicago Department of Transportation	CHANGE PROJECT	$4,732	$4,732	$0	0.00%	Scenario Year Change

STONY ISLAND AVE FROM MIDWAY PLAISANCE (COOK) TO 95TH ST (COOK)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	10	$5,440	$4,352		
	CMAQ	ENGINEERING	09	$475	$380	ENG1/ENG2	
Financial Data After Revision	CMAQ	ENGINEERING	09	$475	$380	ENG1/ENG2	
	CMAQ	CONSTRUCTION	10	$5,440	$4,352		

01-06-0013 Chicago Department of Transportation	CHANGE PROJECT	$440	$440	$0	0.00%	Scenario Year Change

STATE ST FROM 39TH ST (COOK) TO 43RD ST (COOK) CHA @ Robert Taylor

Project Work Types Before Revision: ENHANCEMENT - LANDSCAPING
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: ENHANCEMENT - LANDSCAPING
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	HPP	CONSTRUCTION	10	$550	$440		
Financial Data After Revision	HPP	CONSTRUCTION	10	$550	$440		

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-94-0063 Chicago Department of Transportation	CHANGE PROJECT	$8,420	$8,420	$0	0.00%	Scenario Year Change

US 41 LAKE SHORE DR FROM 79TH ST (COOK) TO 92ND ST (COOK)

Project Work Types Before Revision: HIGHWAY/ROAD - CORRIDOR IMPROVEMENT
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: HIGHWAY/ROAD - CORRIDOR IMPROVEMENT
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	10	$2,003	$1,620	79TH TO 92ND	
	ILL	CONSTRUCTION	10	$12,050	$0	79TH TO 92ND	
	STP-L	CONSTRUCTION	10	$8,500	$6,800	S-MOD	
Financial Data After Revision	HPP	CONSTRUCTION	10	$2,003	$1,620	79TH TO 92ND	
	ILL	CONSTRUCTION	10	$12,050	$0	79TH TO 92ND	
	STP-L	CONSTRUCTION	10	$8,500	$6,800	S-MOD	

01-97-0087 Chicago Department of Transportation	CHANGE PROJECT	$1,492	$1,492	$0	0.00%	Scenario Year Change	

BROADWAY & SHERIDAN RD FROM HOLLYWOOD AVE (COOK) TO DEVON (COOK)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING	10	$365	$292		
	HPP	CONSTRUCTION	10	$1,500	$1,200		
Financial Data After Revision	CMAQ	ENGINEERING	10	$365	$292		
	HPP	CONSTRUCTION	10	$1,500	$1,200		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-97-0088	**Chicago Department of Transportation**	CHANGE PROJECT	$3,608	$3,608	$0	0.00%	Scenario Year Change

87TH ST FROM WESTERN (COOK) TO I- 94 DAN RYAN EXWY (COOK)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	ENGINEERING	09	$250	$200		
	CMAQ	CONSTRUCTION	11	$3,760	$3,008		
	HPP	CONSTRUCTION	11	$500	$400		
Financial Data After Revision	CMAQ	ENGINEERING	09	$250	$200		
	CMAQ	CONSTRUCTION	11	$3,760	$3,008		
	HPP	CONSTRUCTION	11	$500	$400		

01-97-0093	**Chicago Department of Transportation**	CHANGE PROJECT	$7,913	$7,913	$0	0.00%	Scenario Year Change

95TH ST FROM WESTERN AVE (COOK) TO EWING AVE (COOK)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	ENGINEERING	09	$117	$93		
	CMAQ	CONSTRUCTION	11	$9,775	$7,820		
Financial Data After Revision	CMAQ	ENGINEERING	09	$117	$93		
	CMAQ	CONSTRUCTION	11	$9,775	$7,820		

01-02-0032	**CMAP**	CHANGE PROJECT	$686	$792	$106	15.45%	Scenario Year Change

CENTRAL AVE FROM I- 55 STEVENSON EXPY (COOK/CHICAGO) TO 55TH ST (COOK/CHICAGO) MIDWAY AIRPORT CORRIDOR SIGNAL INTERCONNECT

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	09	$990	$686		
Financial Data After Revision	CMAQ	CONSTRUCTION	11	$990	$792		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-06-0006 CMAP	CHANGE PROJECT	$12,350	$12,350	$0	0.00%	Scenario Year Change

CONGRESS PWY FROM FAU Michigan Avenue (COOK) TO FAU Wells Street (COOK) CONGRESS PARKWAY ITS SMART CORRIDOR +

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING
MISCELLANEOUS - EXEMPT PROJECTS
SAFETY - LIGHTING
PEDESTRIAN FACILITY
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
ADA - FACILITY IMPROVEMENTS

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
MISCELLANEOUS - EXEMPT PROJECTS
SAFETY - LIGHTING
PEDESTRIAN FACILITY
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
ADA - FACILITY IMPROVEMENTS

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	10	$3,688	$2,950		
	HPP	CONSTRUCTION	10	$500	$400		
	LRA	CONSTRUCTION	10	$9,000	$9,000		
Financial Data After Revision	CMAQ	CONSTRUCTION	10	$3,688	$2,950		
	HPP	CONSTRUCTION	10	$500	$400		
	LRA	CONSTRUCTION	10	$9,000	$9,000		

01-08-0003 CMAP	CHANGE PROJECT	$1,920	$1,920	$0	0.00%	Scenario Year Change	

SIGNAL CONRTOLLER AND UPGRADE TIMING AT

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	ENGINEERING-II	09	$400	$320		
	CMAQ	CONSTRUCTION	09	$2,000	$1,600		
Financial Data After Revision	CMAQ	IMPLEMENTATION	11	$400	$320		
	CMAQ	CONSTRUCTION	11	$2,000	$1,600		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-09-0003 CMAP	CHANGE PROJECT	$8,000	$8,000	$0	0.00%	Scenario Year Change

MORGAN ST STATION-GREEN/PINK LINES FROM (COOK/CHICAGO) MORGAN ST AT LAKE STREET

Project Work Types Before Revision: STATION - NEW

Project Work Types After Revision: STATION - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	$32,000	$8,000		
Financial Data After Revision	CMAQ	CONSTRUCTION	10	$32,000	$8,000		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-97-0085 CMAP	CHANGE PROJECT	$3,170	$3,170	$0	0.00%	Scenario Year Change

STREETERVILLE FROM (COOK/CHICAGO) ILLINOIS CENTER

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	$3,958	$3,170		
Financial Data After Revision	CMAQ	CONSTRUCTION	10	$3,958	$3,170		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-98-0080 CMAP	CHANGE PROJECT	$2,301	$2,301	$0	0.00%	Scenario Year Change

US 14 PETERSON FROM IL 50 CICERO AVE (COOK/CHICAGO) TO RIDGE AVE (COOK/CHICAGO)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	$2,877	$2,301	ENG/CONST	
Financial Data After Revision	CMAQ	IMPLEMENTATION	11	$2,877	$2,301	ENG/CONST	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
02-02-9001 CMAP	CHANGE PROJECT	$14,108	$14,108	$0	0.00%	Scenario Year Change

YELLOW LINE EXTENSION FROM DEMPSTER ST (COOK) TO OLD ORCHARD RD (COOK) AND NEW INLINE STATIONS ALONG EXISTING LINE

RTP PROJECT

Project Work Types Before Revision: RAIL LINE - EXTEND LINE
STATION - NEW

Project Work Types After Revision: RAIL LINE - EXTEND LINE
STATION - NEW

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	IMPLEMENTATION	09	$17,635	$14,108	OAKTON NEW STATION	
Financial Data After Revision	CMAQ	IMPLEMENTATION	10	$17,635	$14,108	OAKTON NEW STATION	

02-04-0003 CMAP		CHANGE PROJECT		$649	$649	$0	0.00% Scenario Year Change

CHICAGO AVE FROM GROVE ST (COOK) TO SOUTH BLV (COOK)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	10	$1,030	$649	Includes E3	
Financial Data After Revision	CMAQ	CONSTRUCTION	10	$1,030	$649	Includes E3	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
07-08-0002 CMAP	CHANGE PROJECT	$452	$452	$0	0.00%	Scenario Year Change

NEW COMMUTER PARKING LOT FROM 171ST ST (COOK/HAZEL CREST) TO PARK AVE (COOK/HAZEL CREST)

Project Work Types Before Revision: PARKING - EXPAND NUMBER OF SPACES

Project Work Types After Revision: PARKING - EXPAND NUMBER OF SPACES

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost		Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	09	$400	$320			
	CMAQ	ENGINEERING-I	09	$25	$20			A
	CMAQ	ROW ACQUISITION	09	$110	$88			
	CMAQ	ENGINEERING-II	09	$30	$24			
Financial Data After Revision	CMAQ	ENGINEERING-I	09	$25	$20	awarded		
	CMAQ	CONSTRUCTION	11	$400	$320			
	CMAQ	ROW ACQUISITION	11	$110	$88			
	CMAQ	ENGINEERING-II	11	$30	$24			

07-08-0003 CMAP	CHANGE PROJECT	$1,600	$1,600	$0	0.00%	Scenario Year Change

IL 83 147TH ST FROM HOMAN AVE (COOK/Midlothian) TO WESTERN AV (COOK/Posen)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost		Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	09	$2,000	$1,600	Awarded		A
Financial Data After Revision	CMAQ	CONSTRUCTION	09	$2,000	$1,600	Awarded		

07-10-0003 CMAP	NEW PROJECT		$408	$408	999.99%	New Project

Lincoln Highway

Project Work Types Before Revision:

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
PEDESTRIAN FACILITY

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
Financial Data Before Revision					
Financial Data After Revision	CMAQ	CONSTRUCTION	10	$510	$408

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-10-0003 CMAP	NEW PROJECT		$440	$440	999.99%	New Project
Glen Ellyn Rd						
Project Work Types Before Revision:						
Project Work Types After Revision:	SIGNALS - INTERCONNECTS AND TIMING					
Financial Data Before Revision						
Financial Data After Revision	CMAQ ENGINEERING-II 10	$40	$32			
	CMAQ CONSTRUCTION 11	$510	$408			
08-10-0004 CMAP	NEW PROJECT		$484	$484	999.99%	New Project
Geneva Rd						
Project Work Types Before Revision:						
Project Work Types After Revision:	SIGNALS - INTERCONNECTS AND TIMING					
Financial Data Before Revision						
Financial Data After Revision	CMAQ ENGINEERING-II 10	$40	$32			
	CMAQ CONSTRUCTION 11	$565	$452			
09-01-0004 CMAP	CHANGE PROJECT	$368	$368	$0	0.00%	Scenario Year Change
ORCHARD RD FROM US 30 (KANE) TO INDIAN TRAIL (KANE)						
Project Work Types Before Revision:	SIGNALS - INTERCONNECTS AND TIMING					
Project Work Types After Revision:	SIGNALS - INTERCONNECTS AND TIMING					

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	12	$460	$368		
Financial Data After Revision	CMAQ	CONSTRUCTION	12	$460	$368		

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-08-0006 CMAP	NEW PROJECT		$2,808	$2,808	999.99%	New Project

RANDALL RD/ HUNTLEY RD

Project Work Types Before Revision:

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision

Financial Data After Revision	CMAQ	ENGINEERING-II	10	$130	$104	awarded
	CMAQ	ENGINEERING-II	10	$108	$104	AWARDED
	CMAQ	ENGINEERING	11	$148	$118	E3
	CMAQ	CONSTRUCTION	11	$1,488	$1,190	
	CMAQ	ENGINEERING	11	$148	$102	E3
	CMAQ	CONSTRUCTION	11	$1,488	$1,190	

09-09-0005 CMAP	CHANGE PROJECT	$103	$103	$0	0.00%	Scenario Year Change	

KIMBAL ST/NATIONAL ST FROM STATE ST (KANE/ELGIN) TO DUNDEE AVE/VILLA ST (KANE/ELGIN)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	09	$129	$103		
Financial Data After Revision	CMAQ	CONSTRUCTION	11	$129	$103		

09-09-0011 CMAP	CHANGE PROJECT	$540	$540	$0	0.00%	Scenario Year Change	

ORCHARD RD FROM RANDALL RD (KANE/NORTH AURORA) TO US 30 ROCHESTER DR (KANE/MONTGOMERY)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	10	$606	$484		
	CMAQ	ENGINEERING-II	09	$70	$56		
Financial Data After Revision	CMAQ	ENGINEERING-II	10	$70	$56		
	CMAQ	CONSTRUCTION	11	$606	$484		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-09-0012 CMAP	CHANGE PROJECT	$802	$802	$0	0.00%	Scenario Year Change

RANDALL RD FROM DEAN ST (KANE/ST CHARLES) TO MAIN ST (KANE/BATAVIA)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	10	$902	$722		
	CMAQ	ENGINEERING-II	09	$100	$80		
Financial Data After Revision	CMAQ	ENGINEERING-II	10	$100	$80		
	CMAQ	CONSTRUCTION	11	$902	$722		

09-10-0004 CMAP	NEW PROJECT			$112	$112	999.99%	New Project

North Ave

Project Work Types Before Revision:

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision

Financial Data After Revision	CMAQ	ENGINEERING-II	10	$16	$13		
	CMAQ	CONSTRUCTION	11	$119	$99		

09-10-0005 CMAP	NEW PROJECT			$1,737	$1,737	999.99%	New Project

Dunham/Kirk Rd

Project Work Types Before Revision:

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision

Financial Data After Revision	CMAQ	ENGINEERING-II	10	$144	$120		
	CMAQ	CONSTRUCTION	11	$1,940	$1,617		

Project:			Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-10-0006 CMAP			NEW PROJECT		$1,076	$1,076	999.99%	New Project
Farnsworth Ave								
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS - INTERCONNECTS AND TIMING							
Financial Data Before Revision								
Financial Data After Revision	CMAQ	ENGINEERING-II	10	$96	$80			
	CMAQ	CONSTRUCTION	11	$1,195	$996			
10-04-0003 CMAP			NEW PROJECT		$2,232	$2,232	999.99%	New Project
SHERIDAN RD								
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS - INTERCONNECTS AND TIMING							
Financial Data Before Revision								
Financial Data After Revision	CMAQ	IMPLEMENTATION	10	$1,395	$1,116	ENG-1/ENG-2/CONST		
	CMAQ	IMPLEMENTATION	10	$1,395	$1,116			
10-06-0005 CMAP			NEW PROJECT		$2,723	$2,723	999.99%	New Project
Highland Park Interconnects								
Project Work Types Before Revision:								
Project Work Types After Revision:	SIGNALS - INTERCONNECTS AND TIMING							
Financial Data Before Revision								
Financial Data After Revision	CMAQ	CONSTRUCTION	11	$3,404	$2,723			

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-09-0007 CMAP	DELETE PROJECT	$1,348		($1,348)	-100.00%	Project Deleted

ROLLINS RD FROM US 12 (LAKE) TO LOTUS DR (LAKE)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
CMAQ	IMPLEMENTATION	10	$1,685	$1,348	E2/CONST	

Financial Data After Revision

Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-09-0008 CMAP CHANGE PROJECT	$442	$1,790	$1,348	304.98% Scenario Year Change

IL 83 Mundelein Road FROM US 45 (LAKE/656) TO WESTMORELAND DR (LAKE/656)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
CMAQ	IMPLEMENTATION	10	$552	$442	E2/CONST	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
CMAQ	CONSTRUCTION	10	$1,685	$1,348		
CMAQ	CONSTRUCTION	11	$552	$442	CONST	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
07-94-0027 Cook County Highway Department	CHANGE PROJECT	$0	$0	$0	0.00%	Scenario Year Change

JOE ORR ROAD REALIGNMENT/EXTENSION FROM STONEY ISLAND AVE (COOK) TO BURNHAM AVE (COOK)

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD
HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD
HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
MFT-ALL	CONSTRUCTION	09	$2,400	$0	GLENWOD DYER TO BURNHAM	
MFT-ALL	CONSTRUCTION	10	$2,400	$0	TORRENCE TO GLENWOOD DY	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
MFT-ALL	CONSTRUCTION	10	$2,400	$0	GLENWOD DYER TO BURNHAM	
MFT-ALL	CONSTRUCTION	10	$2,400	$0	TORRENCE TO GLENWOOD DY	
These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
STP-L	ROW ACQUISITION	MYB	$610	$427		
MFT-ALL	CONSTRUCTION	MYB	$6,400	$0	STONY ISLAND TO TORRENCE	

07-06-0015 IDOT District 1 Division of Highways	CHANGE PROJECT	$9,205	$9,205	$0	0.00%	Scenario Year Change

CICERO AVE TRAFFIC SIGNALS AT VARIOUS LOCATIONS 207TH ST;VILLAGE COMMONS; US 30 & RIDGELAND AVE

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
HPP	CONSTRUCTION	10	$9,800	$8,820	1773270000; S-MOD I-80: CENTE	
HPP	CONSTRUCTION	09	$350	$280	MATCH W ILL 1772270000 NEW	
STP-U	CONSTRUCTION	09	$270	$105	MATCH W ILL 1772270000 NEW	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
HPP	CONSTRUCTION	09	$350	$280	MATCH W ILL 1772270000 NEW	
STP-U	CONSTRUCTION	09	$270	$105	MATCH W ILL 1772270000 NEW	
HPP	CONSTRUCTION	10	$9,800	$8,820	1773270000; S-MOD I-80: CENTE	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0008 IDOT District 1 Division of Highways	DELETE PROJECT	$3,009		($3,009)	-100.00%	Project Deleted

IL 53 FROM IL 64 NORTH AVE (DUPAGE/LOMBARD) TO IL 38 ROOSEVELT RD (DUPAGE/GLEN ELLYN)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
BICYCLE FACILITY
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
BRR	CONSTRUCTION	09	$3,500	$2,800	1710930300	
CMAQ	IMPLEMENTATION	09	$262	$209	BIKE FAC-ENG2/CONST	
ILL	ENGINEERING-I	09	$420	$0	1710930121	
ILL	ROW ACQUISITION	09	$100	$0	53@64 1772160004	

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0010 IDOT District 1 Division of Highways	NEW PROJECT		$96,140	$96,140	999.99%	New Project
BUTTERFIELD RD						

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
BICYCLE FACILITY
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Financial Data Before Revision

Financial Data After Revision

ILL	ENGINEERING-I	09	$500	$0	1708630115
ILL	ENGINEERING-II	09	$500	$0	1708630112
ILL	ENGINEERING-I	09	$500	$0	1708630115
ILL	ENGINEERING-I	09	$207	$0	1708630117
ILL	ROW ACQUISITION	09	$4,300	$0	1708630763
ILL	ENGINEERING-II	09	$500	$0	1708630112
ILL	ROW ACQUISITION	09	$4,300	$0	1708630763
ILL	ENGINEERING-I	09	$207	$0	1708630117
NHS	CONSTRUCTION	09	$28,100	$22,480	WINFIELD TO NAPERVILLE; 170
NHS	CONSTRUCTION	09	$28,100	$22,480	WINFIELD TO NAPERVILLE; 170
ILL	ENGINEERING-II	10	$200	$0	1708630118
ILL	ENGINEERING-II	10	$200	$0	1708630118
NHS	CONSTRUCTION	10	$31,000	$24,800	59 TO WINFIELD; 1708630500
NHS	CONSTRUCTION	10	$31,000	$24,800	59 TO WINFIELD; 1708630500
CMAQ	CONSTRUCTION	11	$987	$790	FROM 08-06-0001 FOR BICYCLE
CMAQ	CONSTRUCTION	11	$987	$790	FROM 08-06-0001 FOR BICYCLE
ILL	ENGINEERING	11	$1,970	$0	59 TO WINFIELD; CE; 170863055
ILL	ENGINEERING	11	$1,970	$0	59 TO WINFIELD; CE; 170863056
ILL	ENGINEERING	11	$1,275	$0	WINFIELD TO NAPERVILLE; CE;
ILL	ENGINEERING	11	$1,275	$0	WINFIELD TO NAPERVILLE; CE;
ILL	ENGINEERING	11	$1,970	$0	59 TO WINFIELD; CE; 170863055
ILL	ENGINEERING	11	$1,970	$0	59 TO WINFIELD; CE; 170863056
ILL	ENGINEERING	11	$1,275	$0	WINFIELD TO NAPERVILLE; CE;
ILL	ENGINEERING	11	$1,275	$0	WINFIELD TO NAPERVILLE; CE;

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

ILL	ROW ACQUISITION	MYB	$20	$0	59 TO NAPERVILLE; 1708630411
ILL	ROW ACQUISITION	MYB	$20	$0	59 TO NAPERVILLE; 1708630411

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-00-0034 IDOT District 1 Division of Highways	CHANGE PROJECT	$0	$0	$0	0.00%	Work Types Changed

US 20 FROM PLANK RD (KANE) TO WELD RD (KANE)

Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	ILL	CONSTRUCTION	10	$1,850	$0	1765990100	
Financial Data After Revision	ILL	CONSTRUCTION	10	$1,850	$0	1765990100	
	These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
	ILL	ROW ACQUISITION	MYB	$200	$0	1765990516	

09-10-0017 IDOT District 1 Division of Highways		NEW PROJECT			$560	$560	999.99%	New Project

GALENA BLVD

Project Work Types Before Revision:

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Financial Data Before Revision						
Financial Data After Revision	STP-U	CONSTRUCTION	11	$350	$280	1771420200/ ILL 56 E RAMPS
	STP-U	CONSTRUCTION	11	$350	$280	1771420100/ ILL 56 W RAMPS

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-94-0009 IDOT District 1 Division of Highways	NEW PROJECT		$37,446	$37,446	999.99%	New Project
US 30/ ILL 31						

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
NOISE ATTENUATION
SAFETY - LIGHTING
SIGNALS - MODERNIZATION
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision

Financial Data After Revision

ILL	ENGINEERING-II	10	$1,612	$0	1-60015-4002
ILL	ROW ACQUISITION	10	$593	$0	1-60015-4001
ILL	ENGINEERING-II	10	$2,038	$0	1-71108-0108
ILL	ROW ACQUISITION	10	$593	$0	1-71108-0106
ILL	ENGINEERING	12	$2,015	$0	1-60015-4003
ILL	ENGINEERING	12	$2,548	$0	1-71108-0109
NHS	CONSTRUCTION	12	$21,330	$17,064	1-60015-4000
STP-U	CONSTRUCTION	12	$25,478	$20,382	1-71108-0100

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-06-0048 IDOT District 1 Division of Highways	CHANGE PROJECT	$0	$0	$0	0.00%	Work Types Changed

I- 94 /US 41 FROM WISCONSIN STATE LINE (LAKE) US 41 (LAKE)

Project Work Types Before Revision: HIGHWAY/ROAD - RECONSTRUCT IN KIND
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
INTERCHANGE - RECONSTRUCTION
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING-I	10	$1,000	$0	1771220105	
ILL	ENGINEERING-I	09	$500	$0	1771220104	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING-I	09	$500	$0	1771220104	
ILL	ROW ACQUISITION	10	$100	$0	1-77122-1511	
ILL	ENGINEERING-I	10	$1,000	$0	1771220105	
ILL	ENGINEERING-II	11	$5,000	$0	1-77122-0200	
ILL	ROW ACQUISITION	12	$6,000	$0	1-77122-0511	
These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
I-M	CONSTRUCTION	MYB	$25,000	$22,500	STATE LINE TO RUSSELL H-RCI	
ILL	ENGINEERING	MYB	$6,000	$0	1-77122-0300	
I-M	CONSTRUCTION	MYB	$40,000	$36,000	1-77122-0400	

10-09-0023 IDOT District 1 Division of Highways	DELETE PROJECT	$11,200		($11,200)	-100.00%	Project Deleted

I- 94 TRI-STATE TOLLWAY FROM RUSSELL RD (LAKE/WADSWORTH) TO IL 173 ROSECRANS RD (LAKE/WADSWORTH)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - REPLACE
INTERCHANGE - RECONSTRUCTION

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	ENGINEERING-I	10	$1,000	$0		
ILL	ENGINEERING-I	09	$500	$0		
NHS	ENGINEERING-II	11	$14,000	$11,200	PTB 148-001. P-91-404-08	

Financial Data After Revision

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-09-0118 IDOT District 1 Division of Highways	DELETE PROJECT	$45,000		($45,000)	-100.00%	Project Deleted

I- 80 I-80 FROM US 30 LINCOLN HIGHWAY (WILL/556) TO US 45 96TH AVE (WILL/556)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
SAFETY - LIGHTING
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Project Work Types After Revision:

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	I-M	CONSTRUCTION	11	$50,000	$45,000	1772470300	
Financial Data After Revision							

12-06-0071 IDOT District 1 Local Roads		CHANGE PROJECT		$0	$0	$0	0.00%	Scenario Year Change

MISSISSIPPI AVE FROM LINCOLN ST (WILL/ELWOOD) TO WOOD ST (WILL/ELWOOD)

Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	ILL	ENGINEERING	10	$50	$0	1766060900	
	ILL	CONSTRUCTION	10	$400	$0	1766060901	
Financial Data After Revision	ILL	ENGINEERING	10	$50	$0	1766060900	
	ILL	CONSTRUCTION	10	$400	$0	1766060901	

12-06-0072 IDOT District 1 Local Roads		CHANGE PROJECT		$0	$0	$0	0.00%	Scenario Year Change

MISSISSIPPI AVE FROM WOOD ST (WILL/ELWOOD) TO ST LOUIS ST (WILL/ELWOOD)

Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	ILL	ENGINEERING	10	$30	$0	1766060960	
	ILL	CONSTRUCTION	10	$270	$0	1766060961	
Financial Data After Revision	ILL	ENGINEERING	10	$30	$0	1766060960	
	ILL	CONSTRUCTION	10	$270	$0	1766060961	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-06-0084 IDOT District 1 Local Roads	CHANGE PROJECT	$0	$0	$0	0.00%	Scenario Year Change

RIVER RD FROM BLACK RD (WILL/SHOREWOOD) US 52 (WILL/SHOREWOOD)

Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	ILL	ENGINEERING-II	09	$71	$0	1104950000	
	ILL	CONSTRUCTION	09	$1,905	$0		
Financial Data After Revision	ILL	ENGINEERING-II	09	$71	$0	1104950000	
	ILL	CONSTRUCTION	09	$1,905	$0		

09-10-0013 IDOT District 3 Division of Highways	NEW PROJECT			$22,760	$22,760	999.99%	New Project

US 34

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
SAFETY - GUARDRAILS
SIGNALS - MODERNIZATION
BRIDGE/STRUCTURE - REPLACE
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision

Financial Data After Revision	NCP	ROW ACQUISITION	10	$2,000	$1,800		
	NCP	ENGINEERING-II	10	$1,200	$960		
	ILL	ENGINEERING	12	$1,000			
	NCP	CONSTRUCTION	12	$25,000	$20,000		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-03-0001 Kane County Division of Transportation	NEW PROJECT		$5,366	$5,366	999.99%	New Project

RANDALL RD

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
BICYCLE FACILITY
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision

Financial Data After Revision

CMAQ	ROW ACQUISITION	10	$300	$240		
CMAQ	ENGINEERING-II	10	$254	$203		
CMAQ	ROW ACQUISITION	10	$300	$240		
CMAQ	ENGINEERING-II	10	$254	$203		
CMAQ	CONSTRUCTION	11	$2,800	$2,240	E3 INCLUDED	
CMAQ	CONSTRUCTION	11	$2,800	$2,240	E3 INCLUDED	

09-00-0028 Kane/Kendall Council of Mayors	CHANGE PROJECT	$2,519	$2,519	$0	0.00%	Scenario Year Change

FAU 1550 GAME FARM RD/SOMONAUK ST FROM US 34 (KENDALL/687) IL 47 (KENDALL/687)

Project Work Types Before Revision: PEDESTRIAN FACILITY
HIGHWAY/ROAD - RECONSTRUCT IN KIND
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: PEDESTRIAN FACILITY
HIGHWAY/ROAD - RECONSTRUCT IN KIND
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-L	CONSTRUCTION	12	$4,730	$2,344		
STP-L	ROW ACQUISITION	10	$350	$175		

Financial Data After Revision

STP-L	ROW ACQUISITION	10	$350	$175		
STP-L	CONSTRUCTION	12	$4,730	$2,344		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-06-0019 Kane/Kendall Council of Mayors	CHANGE PROJECT	$1,659	$1,659	$0	0.00%	Scenario Year Change

GOLFVIEW LANE FROM IL 25 (KANE) IL 68 (KANE)

Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
GEN-OP	ENGINEERING-II	10	$182	$0		
MFT-ALL	ENGINEERING-I	09	$152	$0	AWARDED	
STP-L	CONSTRUCTION	11	$3,696	$1,659		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
MFT-ALL	ENGINEERING-I	09	$152	$0	AWARDED	
GEN-OP	ENGINEERING-II	10	$182	$0		
STP-L	CONSTRUCTION	11	$3,696	$1,659		

09-06-0020 Kane/Kendall Council of Mayors	CHANGE PROJECT	$250	$250	$0	0.00%	Scenario Year Change

MAIN STREET FROM RANDALL RD (KANE) TO IL 31 BATAVIA AVE (KANE)

Project Work Types Before Revision: PEDESTRIAN FACILITY
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: PEDESTRIAN FACILITY
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
GEN-OP	ENGINEERING-II	11	$490	$0		
STP-L	ROW ACQUISITION	11	$509	$250		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
GEN-OP	ENGINEERING-II	11	$490	$0		
STP-L	ROW ACQUISITION	11	$509	$250		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

STP-L	CONSTRUCTION	MYB	$6,747	$2,250		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-06-0025 Kane/Kendall Council of Mayors	CHANGE PROJECT	$1,659	$1,659	$0	0.00%	Scenario Year Change

KEYES FROM STATE ST (KANE) TO INDUSTRIAL DRIVE (KANE) FROM STATE ST WEST 2750 FT

Project Work Types Before Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	HPP	CONSTRUCTION	12	$2,605	$1,438		
	HPP	ENGINEERING-II	10	$226	$181		
	HPP	ROW ACQUISITION	10	$50	$40		
Financial Data After Revision	HPP	ENGINEERING-II	10	$226	$181		
	HPP	ROW ACQUISITION	10	$50	$40		
	HPP	CONSTRUCTION	12	$2,605	$1,438		

09-94-0017 Kane/Kendall Council of Mayors	NEW PROJECT		$308	$308	999.99%	New Project		

MCLEAN BLVD

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision						
Financial Data After Revision	CMAQ	CONSTRUCTION	10	$193	$154	BIKE FAC.
	CMAQ	CONSTRUCTION	10	$193	$154	signal interconnect

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-06-0012 McHenry County Council of Mayors	CHANGE PROJECT	$1,000	$1,000	$0	0.00%	Scenario Year Change

PINGREE RD FROM UP RR TRACK (MCHENRY) TO CONGRESS PKWY (MCHENRY)

Project Work Types Before Revision: SIGNALS - MODERNIZATION
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: SIGNALS - MODERNIZATION
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	STP-L	CONSTRUCTION	11	$2,177	$1,000		
Financial Data After Revision	STP-L	CONSTRUCTION	11	$2,177	$1,000		

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-07-0001	**McHenry County Council of Mayors**	CHANGE PROJECT	$5,134	$5,134	$0	0.00%	Scenario Year Change

VIRGINIA RD (FAU 121) FROM IL 31 (FAU 3887) (MCHENRY) KLASEN RD (FAU 53) Park&Ride lot in SW quadrant

Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
PARKING - NEW LOT OR GARAGE

Project Work Types After Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
PARKING - NEW LOT OR GARAGE

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	10	$320	$320	PARK & RIDE	
	CMAQ	ENGINEERING-II	09	$30	$30	PARK & RIDE	
	HPP	CONSTRUCTION	10	$480	$384	CONSTRUCTION ENGINEERING	
	HPP	CONSTRUCTION	10	$3,700	$2,960	1766810200; VIRGINIA/KLASEN	
	HPP	ENGINEERING-II	09	$450	$360	1766810202	
	HPP	ROW ACQUISITION	09	$250	$200		
	STP-L	CONSTRUCTION	10	$1,900	$880	1766810200; VIRGINIA/KLASEN	
Financial Data After Revision	HPP	ENGINEERING-II	09	$450	$360	1766810202	
	HPP	ROW ACQUISITION	09	$250	$200		
	CMAQ	CONSTRUCTION	10	$284	$284	PARK & RIDE	
	CMAQ	ENGINEERING-II	10	$66	$66	PARK & RIDE	
	HPP	CONSTRUCTION	10	$480	$384	CONSTRUCTION ENGINEERING	
	HPP	CONSTRUCTION	10	$3,700	$2,960	1766810200; VIRGINIA/KLASEN	
	STP-L	CONSTRUCTION	10	$1,900	$880	1766810200; VIRGINIA/KLASEN	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-03-0019	**McHenry County Division of Transportation**	CHANGE PROJECT	$7,726	$7,726	$0	0.00%	Scenario Year Change

WALKUP RD FROM BULL VALLEY RD (MCHENRY) IL 176 (MCHENRY)

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
BICYCLE FACILITY
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
BICYCLE FACILITY
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
Financial Data Before Revision	CMAQ	CONSTRUCTION	10	$14,700	$7,132	ROAD SEGMENT PORTION	
	STP-L	CONSTRUCTION	11	$2,970	$594	INTERSECTION IMPROVEMENT,	
Financial Data After Revision	CMAQ	CONSTRUCTION	10	$14,700	$7,132	ROAD SEGMENT PORTION	
	STP-L	CONSTRUCTION	11	$2,970	$594	INTERSECTION IMPROVEMENT,	

18-10-0780	**Metra**	NEW PROJECT		$4,967	$4,967	999.99%	New Project

BNSF line from Aurora to Oswego

Project Work Types Before Revision:

Project Work Types After Revision: RAIL LINE - EXTEND LINE

Financial Data Before Revision						
Financial Data After Revision	SEC330	ENGINEERING-II	10	$2,000	$2,000	Final Design (Contract) FFY Appro
	SEC330	ENGINEERING-I	10	$1,000	$1,000	Preliminary design (Contract) FFY
	SEC330	Alternatives Analysis	10	$1,867	$1,867	Planning FFY Approp 03
	SEC330	ENGINEERING-II	10	$100	$100	Final Design (Force Account) FFY

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
03-08-0009 Northwest Council of Mayors	CHANGE PROJECT	$4,299	$4,299	$0	0.00%	Scenario Year Change

WRIGHT BLVD FROM WISE ROAD (COOK) TO IL 19 IRVING PARK ROAD (COOK)

Project Work Types Before Revision: BICYCLE FACILITY
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: BICYCLE FACILITY
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	$752	$752		
	STP-L	CONSTRUCTION	10	$5,600	$3,547		
Financial Data After Revision	LRA	CONSTRUCTION	10	$752	$752		
	STP-L	CONSTRUCTION	10	$5,600	$3,547		

07-00-0033 South Council of Mayors		DELETE PROJECT		$3,702		($3,702)	-100.00%	Project Deleted

CENTRAL AVE FROM US 30 LINCOLN HWY (COOK) TO SAUK TRAIL (COOK)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - CURB AND GUTTER

Project Work Types After Revision:

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	$4,950	$3,465		
	STP-L	ENGINEERING-II	10	$338	$237		

Financial Data After Revision

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
12-00-0106	**Will County Council of Mayors**	DELETE PROJECT	$180		($180)	-100.00%	Project Deleted

CATON FARM RD FROM COUNTY LINE RD (WILL/JOLIET) IL 59 (WILL/JOLIET)

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision:

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
STP-U	CONSTRUCTION	11	$200	$180	KENDALL LINE TO IL 59	

Financial Data After Revision

Totals for	**58 Projects**	**$171,986**	**$288,568**	**$116,582**	**67.8%**	

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MEMORANDUM

To: Transportation Committee

Date: December 30, 2009

From: Matt Maloney, Senior Manager, Program and Policy Development

Re: Financial Plan for *GO TO 2040* (reasonably expected revenues)

Background

The transportation financial plan, a part of *GO TO 2040*, will estimate both transportation costs and revenues. Calculating revenues has two primary components. The first component, "core revenues", is the projection of revenues that the region currently receives for transportation, without assuming any changes to tax rates or funding formulas. Forecasts of these revenue sources were presented to the Transportation Committee at the September meeting. Please see: http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=17260.

Several pieces of the core revenue forecast remain a work in progress, and CMAP continues to work with RTA, IDOT, the Tollway and others in refining these numbers. At this point, staff anticipates federal, state, and local "core revenues" to equal roughly **$350 billion**, in year of expenditure dollars over the thirty year planning period.

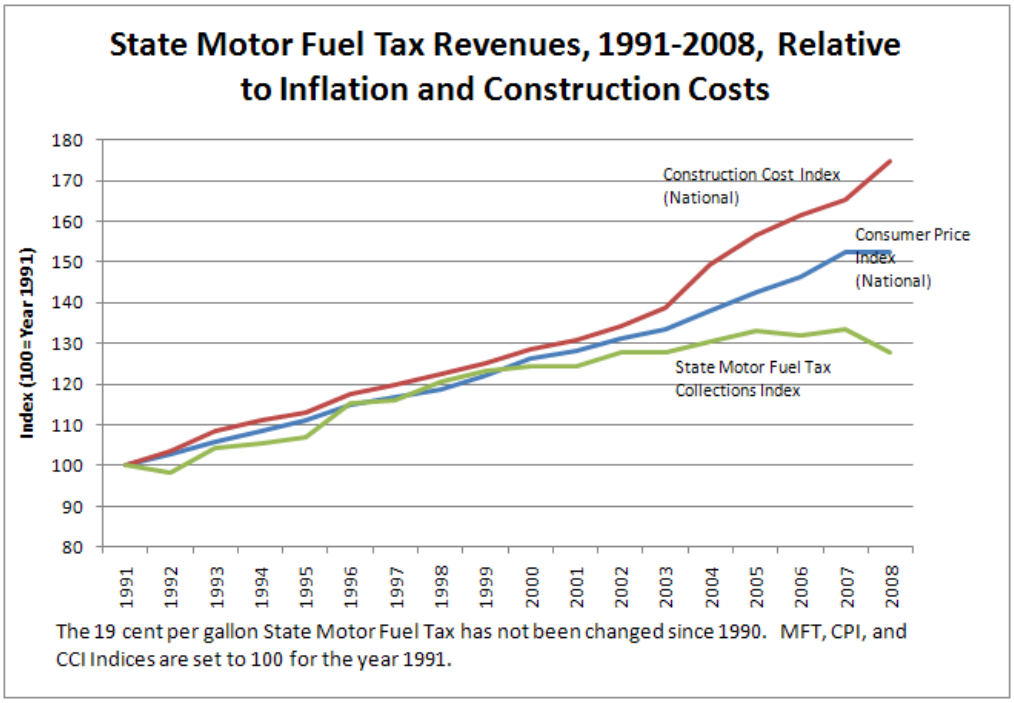
In addition, FHWA/FTA guidance on the fiscal constraint permits MPOs to calculate revenues that can "reasonably be expected". What is "reasonable" usually constitutes a judgment call, based upon the current political and policy climate at various levels of government. CMAP staff introduced some of these potential funding sources to the Transportation Committee at their October meeting. Please see:
http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=17620

The following sections explain the "reasonably expected revenues" that CMAP is considering for inclusion in *GO TO 2040*'s financial constraint. CMAP staff seeks feedback from the Transportation Committee regarding these revenue sources, assumptions, and estimates.

Reasonably Expected Revenue Sources

State Motor Fuel Tax Increase

While the State of Illinois motor fuel tax has remained $0.19 per gallon since 1990, rate increases do have historical precedent. Since 1929, the tax rate has been increased nine times- five of these increases occurred between the years 1983-1991, in response to steadily declining revenues during the 1970s. Since the tax is imposed "per gallon" rather than "per dollar", State MFT revenues have failed to keep pace with inflation and the cost of construction materials as expressed through the construction cost index (CCI). Since both state and federal motor fuel tax revenues must be used for transportation-related expenditures, a lack of MFT inflation indexing will continue to impact the ability of the State and local governments to maintain and enhance the system. The following graph sketches out how the state motor fuel tax revenue has fared, relative to the CPI and CCI since 1991.



To date, the CMAP Board has formally supported an Illinois House Bill (House Bill 1 (Bradley)) amending the motor fuel tax law by raising the rate by 8 cents to 27 cents per gallon. A number of transportation policy advocates in northeastern Illinois have also advocated various similar measures for raising the state MFT tax, as well as indexing the rate to inflation. Chicago Metropolis 2020, a civic organization representing the region's business community, has outlined "A Case for Raising the Motor Fuel Tax in Illinois", which includes indexing the rate to inflation and dedicating a portion of the revenue to the Regional Transportation Authority. See that brief here:
http://www.chicagometropolis2020.org/documents/ACaseforRaisingtheMotorFuelTaxinIllinois.pdf

The following table explains the amount of revenues forecast to flow to northeastern Illinois from an 8 cent State MFT increase which is indexed to an inflation rate of 3% annual. The table also includes the core revenues (state and local government allocation), which have already been forecasted. CMAP estimates that an 8-cent gas tax adjustment, indexed to inflation and assumed to begin in 2012, would yield **$19.4 billion in new revenue** for transportation in northeastern Illinois over the planning horizon.

State Motor Fuel Tax Revenues to Northeastern Illinois, Core and Reasonably Expected (Millions $)

REVENUE SOURCE	FY 11-15	FY 16-20	FY 21-25	FY 26-30	FY 31-35	FY 36-40	TOTAL
State Motor Fuel Tax (MFT)-Road & Construction Fund to NE Illinois (CORE)	$1,454	$1,557	$1,660	$1,763	$1,866	$1,969	**$10,268**
Local Allotment of State MFT (CORE)	$1,997	$2,139	$2,280	$2,422	$2,563	$2,705	**$14,105**
8- cent increase in State MFT, indexed to inflation (State and Local)	$1,152	$1,609	$2,129	$2,851	$3,727	$4,781	**$19,414**

Transportation Allowances from Federal Climate Change Legislation

H.R. 2454 (the American Clean Energy and Security Act of 2009) passed the full House of Representatives on June 26, 2009. S. 1733 (the Clean Energy Jobs & American Power Act) passed out of the Senate Environment and Public Works Committee on November 5, 2009. Both pieces of legislation would limit greenhouse gas emissions via a cap –and-trade system and require the use of more renewable energy. The time horizon for both bills extends to the year 2050.

These proposed cap-and-trade systems would work by setting annual limits on GHG emissions. Entities would comply by either reducing emissions, holding an allowance for each ton of GHG emitted, or acquiring an offset credit. The federal government would sell a portion of the allowances and distribute the remainder to various entities including the private sector, households, and units of government. The Congressional Budget Office, in their analysis of H.R. 2454, estimates that the total value of allowances in the year 2020 will be just over $100 billion. Roughly 50% of the allowances would be directed to U.S. businesses and 30% would be directed to households. About 10% of the allowance value would be allocated to the federal and state governments to be spent on technology development and energy efficiency improvements.[1]

[1] Congressional Budget Office. June 19, 2009. The Estimated Costs to Households from the Cap-And-Trade Provisions of H.R. 2454.

A percentage of these allowances would be distributed through States and MPOs for the purposes of "clean transportation". The H.R. 2454 and S. 1733 language differs somewhat in the percentage of allowances allocated to transportation. The House version allocates 1% of allowances toward transportation while the Senate version allocates roughly 2.8% of allowances toward transportation. Programs receiving these allowances would include state and metropolitan transportation planning and public transit urbanized area formula grants, among others.

While it is difficult to forecast how final legislation will eventually proceed, CMAP believes that some percentage of these proposed allowances can be considered "reasonably expected" based upon the policy climate surrounding the climate change legislation. While CMAP will continue to monitor this ongoing legislation, it can be expected that a 2% transportation allowance allocation would result in roughly $2 billion annual for transportation nationwide. Of this total, the State of Illinois could be expected to receive 3.5%, or $70 million annual, which is a percentage commensurate with SAFETEA-LU transportation appropriations. If we assume 45% of the state total will flow to northeastern Illinois transportation projects, this totals $31.5 million in new transportation funding. At a 3% annual rate of inflation between 2012 (the beginning of the cap-and-trade time horizon) and 2040, this totals roughly **$1.2 billion** in new revenues for transportation.[2]

Congestion Pricing

Congestion pricing seeks to apply economic principles of supply and demand to efficiently allocate scarce road space. Experience from other places shows that congestion pricing can raise considerable revenues by forcing travelers to consider the true marginal cost of their travel through direct user pricing; correspondingly some travelers choose to change their time, mode, or route of travel, or choose not to travel at all. CMAP has studied "managed lanes" strategies as part of the *GO TO 2040* process. If included as a reasonably expected revenue source, congestion pricing would be considered as a strategic enhancement within the Plan's preferred scenario and assume no additional expressway capacity, unless included as part of a specific major capital project proposal.

While the implementation of congestion pricing in northeastern Illinois is not unanimously supported, there has been a considerable level of coordination among local transportation agencies in studying its impacts and proposing specific projects to the federal government for implementation dollars. In December 2007, CMAP, in coordination with the Illinois Tollway, Illinois Department of Transportation, Regional Transportation Authority, and Pace submitted a Congestion Reduction Demonstration proposal to the United States Department of Transportation. The submittal proposes congestion pricing along the I-90/Jane Addams Memorial Tollway. The proposal can be found here: http://tinyurl.com/2m2bxu. While the proposal was not selected by USDOT for funding, it demonstrates a regional commitment among both planners and implementing agencies to a careful implementation of congestion pricing.

[2] Assuming $31.5 million in 2020. Inflation rate of 3% is used to forecast forward, and back, from this number.

Furthermore, The Illinois Tollway, in partnership with the Metropolitan Planning Council and Wilbur Smith Associates (WSA), is in the final stages of a two-year study to develop strategies that will reduce congestion in the region. The study models the impacts of congestion pricing on the Tollway, as well as IDOT expressways, and considers the diversion to local roads. It considers a range of scenarios, routes, and configurations to help reach desired goals. This study has included outreach to a range of local implementers and the general public. Initial results have been shared with CMAP's Transportation Committee. See more information about this study here: http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=16529

The Tollway study includes a range of evaluation measures for prioritizing congestion pricing on different expressway segments across the region. The measures include weekday congestion, constructability, peak period traffic management potential, and revenue potential (net, including operating costs). CMAP used revenue estimates from this study to construct forecasts, which also assume no additional added capacity. In other words, these are simply based upon conversions of existing lanes. The estimates assume a conservative $0.15 per mile toll rate. CMAP assumes revenues from congestion pricing will flow to the region beginning in the year 2020.

Projects scoring "medium to high" in terms of overall implementation potential comprise roughly 2.5% of the region's total expressway lane miles. Based on the study, these projects are estimated to generate roughly $343,000 net annual revenue per lane mile. In this scenario, anticipated revenues total **$1.6 billion** over the planning horizon. A more aggressive forecast could assume that 20% of the expressway network's lane miles will be priced. In this scenario, anticipated revenues would total **$13.2 billion** over the planning horizon.

Variable Parking Pricing

Like other parking management strategies, applying variable rates to parking can be used to influence traveler mode choice, time and amount of travel, and to shift drivers from a congested location. Variable pricing seeks to apply a free market-inspired pricing system to more efficiently allocate parking supply, with higher prices charged at times and locations of peak demand. Variable pricing has the promise of both effective congestion mitigation and the ability to raise considerable revenues for the public sector. Like other strategies listed in this memo, CMAP intends to advocate for the careful implementation of parking pricing in local municipalities, where appropriate. Revenues from parking can help local governments fund a variety of services, including transportation improvements.

CMAP recently analyzed the revenue potential of variable parking pricing in a strategy report entitled *Parking Management Strategies*. In variable pricing scenarios, it is estimated that variable pricing could raise considerable revenues for northeastern Illinois. Given 3.2 million off-street spaces, and numerous on-street spaces, the report makes the conservative estimate that 2 million of the spaces are free. Charging a nominal fee of $1 / day for weekdays only would provide $520 million in annual revenues for the region. These estimates are for illustrative purposes only; pricing should be determined on a local level, with consideration of transit facilities, bicycling and walking amenities, land value, and demand.

For purposes of the *GO TO 2040* fiscal constraint, CMAP again chose to analyze potential parking revenues in a very conservative fashion. A beginning assumption is that 1% of the above spaces would be priced in the first year. Thus, $5.2 million in new revenues would be generated. Each subsequent year would price an additional 1% of spaces- thus by the year 2040, 30% of these currently free spaces would be priced. With a final assumption that 50% of these revenues would be used for transportation purposes by local governments, implementation of this above strategy would yield just over **$1.2 billion** in new revenues for transportation.

A more aggressive approach could simply assume that the quantity of priced parking spots will increase at a rate of 2% per year. Thus, by the year 2040, 60% of these currently free spaces would be priced (again, assuming $1 a day, with 50% of revenues be used for transportation). The aggressive approach would yield around **$2.4 billion** in new revenues for transportation.

Public-Private Partnerships

Public Private Partnerships have strong support from federal agencies as an innovative finance mechanism. The City of Chicago has used PPPs for asset sales. Illinois lacks State-enabling legislation that allows IDOT and the Tollway to enter into PPPs. The Volpe Center produced a strategy report on PPPs for CMAP. This report is largely an overview of the range of different PPP arrangements, State and Federal policy on PPPs, and the potential role of the MPO. The report can be found here: http://www.goto2040.org/WorkArea/DownloadAsset.aspx?id=14844

CMAP believes that PPP revenues should be estimated on the project level and should be associated with a particular major capital project proposal. As analysis and discussion of major capital projects continues, some project sponsors may include PPP as a financing mechanism, but this will be done on a project-by-project basis, not systematically. Thus, at this time, CMAP would not be including PPP as a reasonably expected revenue source. *GO TO 2040* will lend policy support to PPP in the Plan's narrative, and it is anticipated that the CMAP Board will continue to advocate for the prudent use of PPP for transportation and other capital projects in northeastern Illinois.

The "55/45" Split for Northeastern Illinois

State of Illinois highway funding from the Road Fund and Construction Account has traditionally been allocated on the basis of an informal agreement that sends 45 percent to northeastern Illinois and 55 percent to the remainder of the state. A breakdown of the highway awards for IDOT District 1 (includes both federal and State funds for IDOT highways and local roads) compared to the statewide resources since 1992 shows that District 1 has received 43 percent, relative to the rest of the State. IDOT District 1 covers the CMAP planning area except for Kendall County, which is located in District 3. The CMAP Board believes that decisions on the division of transportation funding should be based on clear criteria and performance measures, rather than on such an arbitrary allocation.

The revenue potential for northeastern Illinois from such a change would be quite large. CMAP estimates that shifting the allocation to 50/50 could yield an additional **$8 billion** or more in year of expenditure dollars for the region between 2011 and 2040.

Value Capture for Transit

A local option for increasing revenues for transportation funding is the concept of value capture by creating assessment districts as well as tax increment financing. Value capture attempts to capture some of the increase in value due to the transportation improvements that benefit the affected properties. Assessment districts are special property taxing districts where the cost of transportation infrastructure is paid for by properties that are deemed to benefit from the transportation infrastructure. These assessments can be applied to the full value of the subject property, or a Tax Increment Financing technique can involve issuing bonds to finance public transportation infrastructure improvements, then paying off the bonds with dedicated revenues from the increment in property taxes that would result from such improvements. This could be categorized as a PPP if a developer constructed the transportation infrastructure with private funds to increase the value of the development and turned over the infrastructure to a public entity for operation.

Similar to PPP, CMAP has not estimated "value capture" revenues at this point, since these revenues should be included as a financing strategy for a new major capital project proposal.

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MEMORANDUM

To: Transportation Committee

Date: December 30, 2009

From: Bob Dean, Principal Regional Planner

Re: Financial Plan for *GO TO 2040* (estimates of financial constraint)

GO TO 2040 will include a constrained financial plan for its transportation elements. Previous memos to the Transportation Committee have explained the process of developing the financial plan, covering the following topics:

- Introduction to the financial plan (May 15, 2009)
- Context and time frame of process for estimating revenues and costs (June 12, 2009)
- Description of categories of transportation costs (July 31, 2009)
- Estimate of core revenues (September 18, 2009)
- Estimate of "safe and adequate" maintenance and operations costs (October 23, 2009)
- Description of "reasonably expected" revenues (October 23, 2009)
- Estimate of "reasonably expected" revenues (forthcoming, for discussion at January 6, 2010 meeting)

This memo provides a summary and updates to this past work. It also introduces initial estimates of available funding for maintenance projects that move the transportation system toward a state of good repair, strategic improvements, and major capital projects.

Please note that all estimates of revenues and costs are in *year of expenditure* dollars – in other words, inflation has already been added.

Revenue and cost updates and totals

Revenue updates

Several updates have been made to the projections of core revenues. The RTA has provided updated projections of revenues related to transit, including sales tax and farebox recovery estimates. Also, staff recognized that local own-source revenue projections had been adjusted for inflation but not for population growth; these were revised upward to account for this change. In total the amount of core revenues available between now and 2040 was increased to $350.4 billion.

A detailed memo on reasonably expected revenues is included in the January 6, 2010 meeting materials and will be discussed at that meeting. For the purposes of this memo, it is assumed that reasonably expected revenues may reach an additional $35 billion over the plan's timeframe, although this is still to be determined. This includes a state gas tax increase as well as indexing the gas tax to inflation, a moderate level of congestion pricing on appropriate facilities, and fairly minor new revenues expected from cap-and-trade and from additional pricing of parking. (Please note that this has *not* included any funding for public-private partnerships, as this is expected to be tied to specific major capital projects.) Combining core and reasonably expected revenues (as currently defined) yields approximately **$385 billion**.

There are additional revenue sources that are possible, but may be difficult to justify as "reasonably expected." These include changes to the state 55/45 highway funding split as well as more aggressive approaches to congestion pricing and parking pricing. *GO TO 2040* may recommend these actions, but CMAP needs to justify that any revenue included in the fiscal constraint is demonstrably likely to be available. Committee discussion will be encouraged on how aggressive an approach should be taken to these sources.

Cost updates

Several updates were also made to costs. Based on feedback at the October Transportation committee, it was determined that CMAP's estimates of highway maintenance needs were somewhat high, due to differing interpretations of a "safe and adequate" level of maintenance and a "state of good repair." Staff also made adjustments to maintenance cycles in some cases. Additionally, the cost of transit operations, which had not previously been included, has been added using estimates from the RTA; transit maintenance costs at a safe and adequate level rather than a state of good repair were also estimated, based on figures provided by the service boards in their recent financial and capital business plans. Finally, construction cost increases had initially been expected to significantly outpace inflation for the first several years of the plan; based on recent experience, this assumption may not be accurate. Therefore, construction cost increases are assumed to match the level of inflation during the entire plan period (i.e. 2-3% per year). New estimated costs to maintain the system at a safe and adequate level are as follows:

- Roadway maintenance: $152 billion
- Roadway operations: $57 billion
- Transit maintenance: $30 billion
- Transit operations: $117 billion

Also, an additional cost not included in the above numbers was identified. As the revenues estimates demonstrated, a significant amount of transportation spending occurs outside of the Transportation Improvement Program (TIP) and overall CMAP process. Local governments spend considerable own-source revenues on local road maintenance. As the region grows in size, additional local road and infrastructure will be constructed (often by developers) to support new housing and employment areas. Even if the initial construction cost is borne by the developer, local governments often take over responsibility for maintenance once the development is complete, and these maintenance costs must be accounted for. This issue has not been addressed in past plans because of its very local scale and because the maintenance and construction of these new local roads does not appear in the TIP.

CMAP staff have estimated that approximately 5,000 miles of new local roads would be needed by 2040 to accommodate future growth if recent development trends continue (compared to approximately 28,000 miles of local roads currently). Assuming that local governments are responsible only for maintenance costs, and not initial construction, this is estimated to add approximately $5 billion to the region's transportation expenditures. However, the preferred Regional Scenario seeks to encourage growth in existing communities, where infrastructure to support growth is already available; it also includes development concepts such as transit-oriented development and conservation design, which have lower roadway infrastructure requirements than conventional developments of similar sizes. Initial staff analysis has estimated that the preferred Regional Scenario will reduce the requirements for new local roads to approximately 3,400 miles between now and 2040, with corresponding expenditure reductions to $3.4 billion. A full explanation of the methodology used for these calculations will be presented in a forthcoming report (expected to be available in February).

Totaling these estimates, the total cost of maintaining and operating the current transportation system at a safe and adequate level between now and 2040 is approximately **$359 billion**.

Comparison of revenues and costs

In summary, approximately $385 billion is expected to be available through core and reasonably expected revenues (as currently defined), and $359 billion is expected to be necessary to maintain and operate the transportation system at a safe and adequate level. This would leave approximately $26 billion for projects that move the region beyond a safe and adequate level of maintenance. These include projects that seek to achieve a state of good repair, strategic improvements and enhancements, and major capital projects.

It should be noted that this funding level is related to what is in the *financially constrained* plan. As a long-range plan, *GO TO 2040* also includes recommendations that go beyond this financial constraint, which is based on fairly conservative assumptions about funding availability. Therefore, it is expected that the plan will recommend pursuing transportation system improvements beyond those that are financially constrained.

Funding by project category

Project type definitions

The project categories used in this discussion of fiscal constraint were defined in detail in the July 24, 2009 memo (http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=16493) concerning the financial plan. In brief:

- The preservation of a "safe and adequate" system is a necessity. Resurfacings, reconstructions, track and structure maintenance, replacement of vehicles or equipment, and other maintenance activities that do not add capacity to the transportation system are in this category. Transit operations are also included in this category. (Please note that the 2020 RTP included a baseline funding level to maintain a similarly named "safe and usable" system.)
- Moving the system toward a "state of good repair" is meant to eliminate maintenance backlogs and bring the entire transportation system to a good or excellent condition. It includes the same types of activities listed above.
- Strategic improvements and enhancements include projects that improve system performance or expand its capacity but are not major capital projects (described in the next bullet). Projects in this category include arterial add-lanes projects, transit operations improvements, new or expanded bus services, pedestrian or bicycle improvements, Intelligent Transportation Systems (ITS) projects, transportation demand management, and many others. The link above contains a longer list of these project types. Projects in this category are addressed systematically rather than individually.
- Major capital projects are specific, large construction projects that add significant capacity to the system. These projects are individually identified and evaluated. Updates on major capital projects will be given at the January 6, 2010 meeting as part of a separate agenda item. Fiscal constraint is particularly relevant to the approach to major capital projects, as the cost of the specific recommended projects must fit within the available fiscal constraint.

These categories were developed to assist in broadly discussing types of projects. Some projects cross boundaries; the line between a "safe and adequate" maintenance level and a "state of good repair" maintenance level is quite fuzzy. Similarly, some projects include both maintenance and enhancement components and are difficult to classify.

In addition, some major capital projects combine expansion with necessary maintenance. For example, an add-lanes project on an interstate in which the entire roadway is reconstructed would reduce the need for a separate reconstruction project. It is important to avoid double-counting these costs in the approach to major capital projects.

Funding levels in past RTPs, current programs, and long-range plans from other regions

This section is meant to provide additional context for the distribution of funding between these project categories. It compares the conclusion of the financial plan to past plans developed by CATS, the current contents of the Transportation Improvement Program (TIP), and other long-range plans produced by regional agencies in other parts of the country.

Before comparing to other planning efforts, it must be noted that the *GO TO 2040* plan includes a much broader range of transportation costs than past regional transportation planning efforts, both here and in other regions. In particular, it includes locally generated revenues for projects that are typically not included in the TIP, including transit operations, local road maintenance, and others. Only around one-third of revenues and costs noted above would have been included in past revenue estimates.

The financial plan for the 2020 RTP totaled $86.5 billion. The categories used to classify funding were similar to those used for *GO TO 2040*, and were broken down as follows:

- $51.5 billion (60%) for maintenance and operations
- $1.5 billion (2%) for strategic improvements
- $27.7 billion (32%) for activities that were not fully defined but could be considered either maintenance or strategic improvements (a portion of these can be assumed to be for maintenance and the remainder for strategic improvements)
- $6.8 billion (8%) for major capital projects

In addition, several long-range plans from other regions were reviewed. A limited number of these plans contained financial plans that were detailed enough to be used for comparison. Significant differences were also found between older metropolitan areas in the east or Midwest (such as the Chicago region) and regions in the west that have experienced more rapid recent growth (such as Seattle or Los Angeles). Older regions spend a much greater share of their resources on maintaining their existing infrastructure, and therefore only these types of regions were used for comparison. Funding classifications from MPOs in the Philadelphia and Baltimore regions are shown below for the purposes of comparison.

Delaware Valley Regional Planning Commission – Philadelphia ($57.3 billion total)

- $38.2 billion (67%) for maintenance
- $12.7 billion (22%) for strategic improvements
- $6.3 billion (11%) for major capital projects

Baltimore Regional Transportation Board ($33.4 billion total)

- $24.7 billion (74%) for maintenance
- $4.8 billion (14%) for strategic improvements
- $3.9 billion (12%) for major capital projects

The current TIP was also reviewed and projects were roughly classified into one of the above categories according to work type. The TIP totals approximately $13.8 billion, and funding across categories is as follows. Please note that the costs of transit operations, which are considerable, are not included in the TIP; these would be classified with maintenance costs if they were included.

- $10.9 billion (79%) for maintenance
- $1.8 billion (13%) for strategic improvements
- $1.1 billion (8%) for major capital projects

Again, it should be noted that none of the examples listed above include the full range of transportation activities that are included in the financial plan for *GO TO 2040*. For example, none include local transportation expenditures, and some do not include transit operations. Nearly all of these additional transportation expenditures would be classified as maintenance or operations.

Distribution of remaining funds

As indicated on page 3, initial comparisons of revenues and costs indicate that the cost of maintaining and operating our system at a safe and adequate level is expected to require $359 billion of the $385 billion estimated to be available. This leaves $26 billion for activities that move toward state of good repair, systematic improvements and enhancements, and major capital projects. This is a *financially constrained* figure, meaning that the plan will recommend additional improvements beyond what can be funded within available revenues. Clearly, this level of funding will not allow the region to make much progress in addressing our substantial transportation needs. Even if all of the $26 billion were devoted to achieving a state of good repair, it would not be sufficient. The same is true for other project classifications as well; $26 billion would not be enough to make all of the strategic improvements or construct all of the major capital projects that are desired.

For the purposes of initiating discussion, staff proposes that the estimated remaining $26 billion be split roughly into thirds among the three project categories. This distribution is **not** a recommendation, but a starting point for discussion:

- $9 billion for additional maintenance activities that move toward state of good repair
- $9 billion for strategic improvements and enhancements
- $8 billion for major capital projects

Because maintenance and strategic improvement projects are treated systematically rather than as individual projects, assignment of projects and costs into these categories can be fuzzy. In contrast, the level of funding for major capital projects must be firm, because the plan must include a list of fiscally constrained capital projects. This is a particularly important discussion point for the January 6 meeting.

ACTION REQUESTED: Discussion of initial estimation of reasonably expected revenues, cost and revenue totals, and funding by project category.

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MEMORANDUM

To: Transportation Committee

Date: December 30, 2009

From: Bob Dean, Principal Regional Planner

Re: *GO TO 2040* Preferred Regional Scenario

The current stage of *GO TO 2040* involves the development of the "preferred Regional Scenario," which is meant to communicate the plan's key policy directions without going into a high level of detail on its recommendations. This is an interim product that will be used to communicate the plan's priorities until a draft document is prepared in spring 2010. Attached to this memo is the latest draft of the preferred Regional Scenario report.

The policy directions expressed in this report represent the results of considerable research and technical analysis, an extensive public engagement process during summer 2009, and direct outreach to key stakeholder groups across the region. A draft of the preferred Regional Scenario report was developed in early October and has been under discussion by committees and other stakeholders since that point. The attached report reflects the comments and suggestions received during that time.

At the January 6 meeting, staff will ask the Transportation Committee to recommend endorsement of the preferred Regional Scenario to the MPO Policy Committee. This endorsement will allow staff to go into further detail on developing the policies and recommendations of *GO TO 2040*. The purpose of requesting endorsement of the report at this point in the process is to ensure that the general direction of *GO TO 2040* is acceptable before going too far in developing specific recommendations.

ACTION REQUESTED: Recommendation to MPO Policy Committee for endorsement of the preferred Regional Scenario.

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MEMORANDUM

To: Transportation Committee

Date: December 30, 2009

From: Ross Patronsky, Senior Planner

Re: Major Transportation Capital Projects – Status Update

Overall status and role within *GO TO 2040*

The *GO TO 2040* plan will include a financially constrained list of major capital projects, as required by federal regulations. Since there is insufficient funding available to pursue all potentially beneficial projects, project prioritization is necessary. It is expected that *GO TO 2040* will include projects in three categories:

- Projects that are *fiscally constrained*, meaning that their costs can be covered within the region's expected transportation revenue. This is the highest priority category of major capital projects.
- Projects that are beneficial and supported by the plan, but that are *fiscally unconstrained*. These are projects that have significant regional benefits and support for their implementation, but do not have identified revenues. If additional revenues for these projects are identified, they can be moved to the fiscally constrained category.
- Projects that are the lowest priority or likely to be constructed beyond the plan's 2040 horizon. These may be used for *future corridors* and corridor preservation activities may still be appropriate but the projects will not be recommended within the plan.

By federal regulations, major capital projects may not receive design approval unless they are included in the fiscally constrained project list. Implementers may initiate preliminary engineering, feasibility studies, or other preliminary work regardless of how they are treated within *GO TO 2040*. CMAP encourages sponsors of projects that are on both the constrained and the unconstrained list to undertake these preliminary activities, as they lead to better understanding of the projects and allow them to be prioritized based on more complete information.

Regional planning is a continuous process which responds to changing circumstances. Priorities change over time, and the priorities expressed in *GO TO 2040* are not expected to remain unchanged over the plan's timeframe. The long-range plan is updated every four years, and this

provides an opportunity to reassign projects to different categories in response to changes in funding situations or priorities. Even outside of these update opportunities, the plan can be modified at any point by the MPO Policy Committee and CMAP Board. However, changes between plan updates should not be made casually; they should be reserved for rare circumstances that could not be foreseen. CMAP believes that to the best of our abilities, the project categories should truly reflect the region's priorities.

Evaluation status

Initial evaluations have been conducted for all of the major capital projects that have potential to be included in the fiscally constrained project list. Several projects were submitted for consideration but have been judged by staff to not be appropriate for inclusion within the fiscal constraint. These are generally projects for which a project "sponsor" – i.e., the agency that would build the project – could not be identified or the information on the project is insufficient to support an evaluation. A list of these is attached (Attachment 1). Evaluations of these projects can be conducted if requested by the Transportation Committee.

Results for the projects that have been evaluated are included as a separate document. Note that these are high-level informational results produced using a regional model, and ranking projects based solely on these results is not recommended. Committee members should use caution in comparing projects, as small differences between them are likely not significant. In addition, any recommended project will require additional detailed study prior to implementation. Project-level studies produce different results, appropriate to the level of detailed needed for implementation. The results in this evaluation are intended to provide only a general idea of comparative benefits.

Evaluation measure descriptions

A descriptions of how each evaluation measure is calculated is included below. This also provides some discussion of the interpretation of each measure. Note that some minor changes have been made to the measures since they were last presented to the Transportation Committee. Specifically, some measures that apply to highway projects only (such as congestion on that particular facility) have been calculated in a more useful way. This has affected the specific calculation of that measure, not the concept that is being measured.

- Long-Term Economic Development – the long-term economic impacts of the project, not including construction impacts. To ensure consistency in the evaluations, all projects are presumed to be completed in 2017; this allows sufficient time for the model to stabilize. Three measures are included – jobs, wage income and gross regional product. Please note that there are many ways to measure jobs, and the job figures reported here may not be directly comparable to projections from other sources. However, the relative changes among projects within this evaluation are meaningful.
- Average Speed (highway facility) – the change in speed on the highway being improved is reported. For new facilities, the "before" speed is zero, so new facilities show more

speed improvement than existing facilities. This value is reported only for highway projects, and is in lieu of hours of congestion, which depends in part on the scale of the facility.

- Congestion (regional) – as measured by the travel demand model, the number of vehicle hours of travel under congested conditions (the volume/capacity ratio is greater than one) on the full transportation network.
- Work Travel Times – average travel times for home-based work trips throughout the region by mode. The savings are estimated for both highway and transit trips.
- Mode Share – the number of trips on an average weekday made by auto and transit.
- Jobs-Housing Access – the average number of jobs accessible to individuals in the region within a specified time (45 minutes for highway travel, 75 minutes for transit travel). The accessibility measure is a regional weighted average of the number of jobs that can be reached from each CMAP traffic analysis zone within the specified times by each mode. Since this is a regional measure, the accessibility of any one part of the region may differ from the overall average.
- Air Quality - the number of tons of criteria pollutants or precursors emitted by highway vehicles. On a daily basis, volatile organic compounds and nitrogen oxides are measured – they are the precursors to ground-level ozone. On an annual basis, direct particulate emissions and nitrogen oxides are measured – these are the primary contributors to fine particulate matter pollution.
- Energy Consumption and Greenhouse Gas Emissions – annual tons of carbon dioxide equivalent gases, based on vehicle-miles of travel and the average emissions per vehicle.
- Preservation of Natural Resources – the number of trip generation zones (generally survey quarter sections, .5 mi x .5 mi) impacted by the project that contain concentrations of unprotected natural areas with high environmental value, high-quality streams or prime agricultural lands. Please note that only unprotected lands are included in this measure; any impact the project would have on protected lands such as parks or forest preserves would be addressed during the NEPA process. Since this measure is specific to a project, no comparison is made to the reference scenario. In addition, the percentage of impacted subzones that have concentrations of unprotected resources is also calculated.
- Support for Infill Development – the number of subzones impacted by the project that are primarily within (or in many cases, immediately adjacent to) municipal boundaries. This measure indicates that the project is likely to create pressure for growth in these communities. Whether this has a positive or negative effect from a community perspective depends on the specifics of project design and also land use planning to accommodate the expected development. Since this measure is specific to a project, no comparison is made to the reference scenario. In addition, the percentage of impacted subzones that are within municipal boundaries is also calculated.
- Facility Condition – the most current Condition Rating System score is reported for highway projects. For transit facilities, CMAP staff continues to work with RTA staff to develop condition assessments.
- Peak Period Utilization – this highway measure consists of two parts, one the peak volume of traffic on the facility before and after the project is completed, and second the capacity of the facility before and after the project is completed. This indicates in a

straightforward way whether the project provides adequate increased capacity to handle the demand. The before measures can also be used to assess whether or not there is a capacity constraint on a facility that merits adding capacity.

Two of the above measures, preservation of natural resources and support for infill development, rely on identifying "impacted subzones." These areas include those within one mile of an access point, including interchanges or stations, as well as those that produce 50 or more trips which use the capital project. These subzones are considered to be "impacted" by the project, in that the project creates greater accessibility and is likely to induce new development or reinvestment in these areas.

Measures with qualitative impacts are summarized in the narrative section of the project evaluation; many of these measures continue to be updated as discussions with project sponsors identify more impacts. Not all impacts are included in every narrative. These include:

- Safety features – a description of how the project will address existing deficiencies or incorporate new features to improve safety.
- Security features – a description how the project will contribute to transportation security.
- Provision of bicycle and pedestrian facilities – a description of the project's accommodations to and support of bicycle and pedestrian travel.
- Consistency between regional and sub-regional plans, including municipal and county plans – project sponsors have been asked to describe the consistency of their projects with the plans of local governments in the project area, and CMAP staff have reviewed county and municipal plans to determine whether they reference a particular project.

Schedule

Through the remainder of January and February, staff will continue to refine the project evaluations, working with project sponsors to ensure that our understanding of projects is up to date. Work on the financial plan and fiscal constraint development will also continue during this time.

At the March meeting of the Transportation committee, staff expects to have a preliminary staff recommendation for the overall fiscal constraint and the assignment of capital projects into constrained, unconstrained, and future corridor lists. This will be a preliminary recommendation intended for discussion purposes. It will be revised if necessary based on Transportation committee discussion.

From late March to early May, comments from stakeholders will be sought on the preliminary recommendation. The Transportation committee will be briefed on the results to date at their April meeting.

In May, the Transportation committee will be requested to recommend the endorsement of the categorization of major capital projects into constrained, unconstrained, and future corridor lists.

The MPO Policy Committee and CMAP Board are expected to be asked for endorsement at their June meetings.

ACTION REQUESTED: Discussion.

Attachment 1
Projects Not Evaluated

- **Illinois Rail Net Corridor**: This proposal recommends a light rail or bus rapid transit system in Kendall County.
- **Illinois Transit System and Spider 10 Hwy System**: This proposal features several elements. One is to develop a monorail transit system to replace the existing CTA rapid transit facilities. The second is to develop a "Spider 10" connective highway system to lead to all major arteries and highways.
- **Limited Stop Airport Train Service**: The Limited Stop Airport Train Service proposes airport express train service with a select number of midstream station facilities along the existing CTA Blue and Orange Lines. The Jefferson Park and Logan Square Blue Line stations are envisioned as the first two midstream stations.
- **Monorail System**: This proposal calls for developing a monorail system across the NE Illinois region utilizing existing transportation facility ROWs where feasible. The multi - purpose non motorized Great Western Trail and Illinois Prairie Path in the western suburbs have been proposed as initial routes.
- **O'Hare Direct - High Speed Rail Service Network**: This proposal calls for establishing a network of express commuter trains linking O'Hare with Union Station and intermodal centers with remote parking lots in Barrington, Deerfield, Naperville and Homewood.
- **Rainbow Line**: This proposal calls for establishing new rapid transit lines within the City of Chicago Boulevard System right-of-ways. The name of the proposal is inspired by the rainbow-like imprint of the main boulevard system. Two additional east-west branches, each roughly paralleling 95th Street and Lawrence Avenue respectively would be built in order to maximize connectivity with other rapid transit and commuter rail lines.
- **Reason Foundation Project**: A network of High-Occupancy Toll (HOT) expressways that includes both existing and new corridors has been proposed for the Chicago region. The key design feature of this proposal is tunneling or underground placement of new HOT, or congestion priced, lanes as a means of addressing concerns about aesthetics, noise, and property value concerns.
- **Transportation for the Future Now**: This proposal calls for the implementation of an Electronic Mechanical Highway. This type of facility will incorporate automated vehicle guidance (AVG) and other advanced technologies to propel both specially designed new vehicles or retrofitted older vehicles in motion with little congestion-causing friction or conflict.

GO TO 2040

Major Capital Project Evaluation Summary

project	limits	Jobs in region (higher estimate)	Total income in region (higher estimate)	Gross Regional Product (higher estimate)	Average Speed	Hours of congestion systemwide	Average travel time, auto	Average travel time, transit	Total trips, auto	Total trips, transit	Average number of jobs accessible within 45 minutes by auto	Average number of jobs accessible within 75 minutes by transit	Daily emissions of VOC, tons	Daily emissions of NOX, tons	Annual emissions of direct PM, tons	Annual emissions of NOX, tons	Annual emissions of CO2E, tons	Number of impacted subzones in unprotected natural areas	...as % of total impacted subzones	Number of impacted subzones within municipal boundaries	...as % of total impacted subzones	One-Way Traffic Volumes	Peak Period One-Way Capacity	CRS score (applies to highways only)
IL 394	I-80 to IL 1/Goodenow Road	639	$31,818,000	$46,190,000	19	1,968	-0.0772	-0.0930	1,939	-1,385	6,096	0	0.040	0.064	0.90	27.60	37,192	19	2%	625	78%	3,700	8,000	8.0
Illiana Corridor	I-55 to I-65 (Lowell, IN)	3,856	$198,964,000	$291,318,000	47	3,807	-0.0030	-0.0786	10,941	-8,531	2,261	0	-0.077	0.148	2.95	69.27	13,940	467	19%	1,050	44%	4,300	8,000	0.0
I-57 Add Lanes	I-80 to Wilmington-Peotone Road	415	$17,255,000	$26,213,000	11	10,774	-0.0018	-0.1411	7,355	-7,377	1,512	0	0.055	0.064	0.80	26.35	30,611	49	5%	593	65%	2,500	4,000	6.6
I-294 Interchange Addition	I-294 at I-57	7	$1,896,000	$3,176,000	0	9,408	-0.0146	-0.0170	3,509	-3,712	714	0	0.047	0.004	-0.01	1.79	2,014	0	0%	722	100%	0	0	0.0
I-80 Add Lanes	US 30 to US 45	1,504	$72,631,000	$106,945,000	9	-19,048	-0.0647	-0.0767	3,410	-3,641	3,226	0	-0.030	0.002	0.19	3.26	10,002	86	10%	607	71%	2,700	4,000	7.6
I-80 Add/Managed Lanes	Grundy County Line (Ridge Rd) to I-294	3,470	$161,743,000	$237,901,000	15	-47,162	-0.2005	-0.0825	2,867	-3,323	11,832	0	-0.083	0.124	1.44	53.75	63,669	180	9%	1,496	75%	5,100	8,000	7.6
I-80 to I-55 Connector	I-80 to I-55	1,387	$64,446,000	$95,565,000	55	-8,548	-0.0832	-0.1112	2,499	-2,803	1,166	0	0.026	0.091	0.61	36.39	-2,007	8	33%	13	54%	1,700	8,000	0
I-55 Add Lanes and Reconstruction	I-80 to Coal City Rd	1,457	$73,749,000	$108,798,000	23	-6,562	-0.0344	-0.0339	1,835	-2,230	677	0	-0.009	0.037	-0.10	13.59	-1,705	145	24%	264	43%	1,000	4,000	6.8
I-55 HOV	Weber Rd to I-90/94	2,098	$107,017,000	$155,460,000	2	-34,299	-0.1381	-0.1771	3,041	-4,608	4,237	0	-0.037	0.033	0.91	16.61	36,588	143	5%	2,548	84%	1,500	2,000	0.0
Prairie Parkway	I-88 to I-80	1,748	$93,785,000	$137,534,000	48	-32,025	-0.1650	-0.2360	6,623	-5,424	7,625	0	0.041	0.193	2.79	80.85	163,958	528	81%	193	30%	4,400	8,000	0.0
I-88 Add Lanes	IL 56 to Orchard Rd	419	$20,799,000	$30,815,000	19	8,381	-0.0792	-0.2294	5,420	-4,653	-1,425	0	0.008	0.008	0.33	5.22	12,517	168	26%	497	77%	2,000	4,000	0.0
I-290 Managed Lane	I-88 to Austin Blvd	1,283	$70,681,000	$102,745,000	2	-22,676	-0.1115	-0.0753	6,537	-5,502	3,271	0	-0.019	0.007	0.33	3.79	15,921	6	1%	1,112	94%	2,200	2,400	0
I-190 Access Improvements	I-90 to O'Hare Terminals	386	$16,939,000	$24,781,000	27	-7,031	-0.0019	-0.0742	3,850	-4,040	-674	0	0.034	0.017	0.33	7.00	14,946	3	0%	1,057	100%	-1,400	4,000	0.0
Elgin O'Hare Expressway Add Lanes	I-290 to Gary Avenue	1,615	$88,961,000	$130,579,000	16	-6,854	-0.0646	-0.1434	44	1,464	4,431	0	-0.007	-0.007	-0.15	-2.84	-6,964	5	1%	493	91%	2,100	4,000	7.2
Elgin O'Hare Expressway East Extension	I-290 to West O'Hare Bypass	509	$26,066,000	$39,109,000	54	1,603	-0.0626	-0.1337	1,822	-1,835	3,798	0	0.002	0.022	0.52	11.71	18,822	11	1%	1,380	100%	7,200	12,000	0.0
Elgin O'Hare Expressway West Extension	Gary Ave to US 20	628	$29,577,000	$43,384,000	52	-2,635	-0.0458	-0.2164	2,341	-2,730	2,613	0	-0.005	-0.004	0.02	-0.06	2,314	52	6%	694	83%	5,100	8,000	0.0
Elgin O'Hare Expressway Far West Extension	Shales Pkwy to E Bartlett Rd, as high level arterial	657	$31,816,000	$47,328,000	4	190	-0.0198	-0.0283	2,891	-2,188	1,225	0	0.005	-0.006	-0.14	-2.04	-4,221	135	12%	953	82%	1,500	1,700	0.0
West O'Hare Bypass	I-294 to I-90	1,684	$84,649,000	$123,959,000	40	-20,618	-0.1160	-0.1321	5,300	-4,266	7,164	0	-0.001	0.039	0.91	18.77	36,726	3	0%	1,632	100%	5,600	8,000	0.0
I-90 Add Lanes	I-294 to I-39	3,183	$148,070,000	$215,299,000	8	-87,652	-0.2500	-0.3496	6,461	-6,787	7,155	0	-0.087	0.178	3.03	85.76	113,046	187	10%	1,521	81%	2,600	4,000	6.9
McHenry-Lake Corridor	IL 120 @ Wilson Rd to Richmond	507	$21,285,000	$31,446,000	51	5,285	0.0186	0.0518	2,527	-809	346	0	0.044	0.061	0.91	26.56	29,537	260	22%	803	68%	3,800	8,000	0.0
Central Lake County Corridor: IL 53 North and IL 120 Limited Access	Lake-Cook Rd to IL 120; Wilson Rd to I-94	9,838	$513,650,000	$755,218,000	25	-152,922	-0.3986	-0.7168	14,428	-13,630	8,783	0	-0.331	-0.007	2.66	16.80	90,192	211	9%	1,907	79%	9,200	12,000	0.0
I-294 Add Lanes North	IL/WI Border to IL 173	935	$45,009,000	$66,826,000	24	-14,801	-0.0292	-0.0887	655	-612	11	0	-0.012	-0.011	-0.08	-3.92	-10,976	10	12%	70	84%	800	4,000	0.0
Southeast Service	Chicago CBD to Crete	642	$28,110,000	$41,572,000	n/a	-6,333	0.0138	-0.1095	-3,162	7,923	-423	16,894	0.006	-0.010	0.16	-2.75	9,111	5	1%	255	71%	n/a	n/a	0.0
Metra Electric Extension	University Park to South Surburban Airport	337	$18,555,000	$27,428,000	n/a	9,022	-0.0118	-0.5870	-3,078	2,041	2,526	5,396	0.017	-0.012	-0.22	-4.95	-8,004	18	13%	83	58%	n/a	n/a	0
Heritage Corridor Improvements	**Joliet to Union Station: resolution of freight conflicts**	**-2,139**	**-$79,281,000**	**-$116,142,000**	**n/a**	**69,476**	**0.3929**	**-0.9548**	**-2,775**	**4,181**	**-4,592**	**28,864**	**0.327**	**0.149**	**2.78**	**60.14**	**129,180**	**3**	**2%**	**125**	**74%**	**n/a**	**n/a**	**0.0**
SW Service Improvements and Extension	**Union Station to Midewin**	**-2,752**	**-$106,698,000**	**-$158,701,000**	**n/a**	**29,368**	**0.3751**	**-0.7451**	**-11,967**	**7,927**	**-3,829**	**21,640**	**0.425**	**0.234**	**5.11**	**97.20**	**231,440**	**11**	**4%**	**239**	**76%**	**n/a**	**n/a**	**0.0**
Rock Island Improvements and Extension	La Salle St to Minooka/Peru	2,127	$90,878,000	$135,846,000	n/a	-19,881	-0.1339	0.4549	-26,739	6,212	622	4,215	-0.052	-0.063	-0.99	-25.08	-134,002	8	1%	602	98%	n/a	n/a	0.0
Suburban Transit Access Route (STAR Line)	Joliet to Hoffman Estates to O'Hare	829	$33,894,000	$50,861,000	n/a	3,736	0.0763	0.0829	-37,500	37,341	-1,271	57,632	-0.011	-0.022	-0.33	-7.53	-28,392	36	12%	243	81%	n/a	n/a	n/a
BNSF RR Extension	**Aurora to Oswego/Plano**	**-1,250**	**-$41,087,000**	**-$59,556,000**	**n/a**	**42,730**	**0.5978**	**-0.8650**	**-12,214**	**15,284**	**-3,624**	**39,994**	**0.462**	**0.290**	**4.75**	**116.84**	**223,858**	**36**	**40%**	**73**	**80%**	**n/a**	**n/a**	**0.0**
UP West Improvements	Signal, storage, track, and service upgrades	-246	-$6,791,000	-$9,426,000	n/a	10,468	0.0394	-0.2211	-5,029	1,374	-321	6,354	0.052	0.018	0.37	7.53	18,347	73	13%	464	84%	n/a	n/a	0.0
Inner Circumferential Rail Service	O'Hare to Midway via Indiana Harbor Belt Railroad	2,166	$126,883,000	$186,225,000	n/a	-13,262	-0.0290	-0.2779	-9,439	10,532	-564	68,021	0.029	0.017	0.32	6.71	13,838	0	0%	287	97%	n/a	n/a	0.0
Milwaukee Dist W Extension	Big Timber Station to Huntley	566	$24,215,000	$35,767,000	n/a	-5,838	-0.0756	-0.0260	-847	2,141	3,985	3,101	-0.043	-0.046	-0.62	-18.67	-25,372	37	51%	44	60%	n/a	n/a	0.0
North Central Service Improvements	Union Station to Antioch	580	$26,016,000	$37,895,000	n/a	2,645	0.0642	-0.7805	-732	983	2,457	20,812	0.073	0.037	0.69	14.61	30,794	21	5%	396	94%	n/a	n/a	0.0
UP Northwest Extension	McHenry to Johnsburg	1,267	$54,954,000	$81,637,000	n/a	-20,103	-0.1292	0.1636	-1,522	886	2,034	309	-0.110	-0.085	-1.21	-33.82	-53,504	36	8%	435	98%	n/a	n/a	0.0
Milwaukee Dist N Improvement	Fox Lake to Rondout	123	$7,191,000	$10,818,000	n/a	9,823	-0.0061	-0.1335	-569	270	2,302	4,087	0.055	0.007	0.06	2.68	3,023	79	17%	244	54%	n/a	n/a	0.0
Milwaukee Dist N Extension	Rondout to Wadsworth	977	$51,662,000	$76,181,000	n/a	-4,964	-0.1043	-0.2758	-4,738	2,343	1,195	9,988	-0.038	-0.036	-0.66	-14.62	-29,295	3	1%	368	96%	n/a	n/a	0.0
UP North Improvements	Track and Signal Improvements from Ogilvie to Kenosha	-9	$2,784,000	$4,728,000	n/a	10,636	0.1087	-0.3746	-1,102	3,888	639	13,129	0.080	0.041	0.77	16.13	35,337	0	0%	697	94%	n/a	n/a	0.0
South Lakefront Corridor	Existing ME So Chicago Branch - Randolph to 93rd St	767	$41,793,000	$61,414,000	n/a	4,287	-0.0002	-0.1070	-6,359	5,653	336	4,317	0.040	0.000	0.00	0.08	2,063	0	0%	250	98%	n/a	n/a	0
Red Line Extension (South)	95th to 130th Sts	376	$19,842,000	$29,819,000	n/a	-63	-0.0254	-0.2915	1,562	-1,960	1,404	6,903	0.048	0.005	-0.03	1.85	-10,217	0	0%	247	100%	n/a	n/a	0.0
Orange Line Extension	Midway to Ford City SC	1,925	$101,622,000	$149,043,000	n/a	8,492	0.0108	-0.3261	776	-453	1,107	5,019	-0.031	-0.034	-0.70	-14.61	-3,366	0	0%	96	100%	n/a	n/a	0.0
Circle Line South	**Lake/Ashland to Ashland Av Orange Line Station**	**-276**	**-$10,985,000**	**-$15,292,000**	**n/a**	**28,238**	**0.2970**	**-0.7501**	**-16,465**	**19,428**	**-462**	**29,722**	**0.224**	**0.108**	**1.65**	**43.32**	**77,429**	**0**	**0%**	**155**	**99%**	**n/a**	**n/a**	**0.0**
Blue Line West Extension	Forest Park to Lisle	930	$47,062,000	$70,401,000	n/a	1,942	-0.0363	-0.1216	-3,343	3,912	2,000	24,616	-0.007	-0.026	-0.47	-9.73	-16,264	0	0%	217	95%	n/a	n/a	0.0
DuPage "J" Line	Aurora to O'Hare/Schaumburg	491	$24,975,000	$36,911,000	n/a	7,524	-0.0203	-0.1876	2,619	170	3,078	-2,311	0.024	-0.003	-0.08	-1.19	-3,139	16	9%	159	89%	n/a	n/a	0.0
Mid-City Transitway	Jefferson Pk Station to 87th St via BRC RR	193	$12,293,000	$18,614,000	n/a	12,485	0.0097	-0.1459	748	-1,016	-722	37,738	0.044	0.002	-0.15	0.54	-7,405	0	0%	468	99%	n/a	n/a	0.0
West Loop Transportation Center	Union Station and Ogilvie connection plus Clinton St Subway	171	$13,984,000	$20,685,000	n/a	-2,009	-0.0403	-0.2539	1,805	136	-241	5,539	0.018	-0.005	-0.19	-1.75	-4,340	2	0%	947	97%	n/a	n/a	0.0
Central Area Transitway	Carroll Ave-Clinton Ave: Navy Pier to Congress Pkwy	1,013	$61,756,000	$88,919,000	n/a	81	0.0750	-0.2079	-15,491	16,864	991	11,395	0.047	0.007	0.43	3.75	21,779	0	0%	106	98%	n/a	n/a	0.0
Circle Line North	**Fullerton Av Station to Ashland/Lake**	**-740**	**-$7,254,000**	**-$12,078,000**	**n/a**	**42,391**	**0.3925**	**-0.4692**	**-14,301**	**16,436**	**-638**	**20,865**	**0.368**	**0.218**	**3.57**	**88.12**	**160,376**	**0**	**0%**	**97**	**98%**	**n/a**	**n/a**	**0.0**
Brown Line Extension	Lawrence/Kimball to Jefferson Park Blue Line Station	1,213	$63,138,000	$92,280,000	n/a	-549	-0.0449	-0.1747	-486	418	5,915	4,903	-0.025	-0.027	-0.50	-10.74	-18,709	0	0%	31	100%	n/a	n/a	0.0
Express Airport Train Service	O'Hare to Midway plus terminal at 108 N State	880	$49,243,000	$72,123,000	n/a	5,141	-0.0179	-0.1698	-373	1,516	-466	5,919	0.026	0.004	0.03	1.48	2,697	0	0%	240	98%	n/a	n/a	0.0
O'Hare to Schaumburg Transit Service	Schaumburg to O'Hare Western Terminal	-302	-$10,540,000	-$14,762,000	n/a	7,645	0.0024	-0.1568	-3,788	4,681	3,807	10,958	0.029	0.006	0.03	2.13	708	2	1%	141	94%	n/a	n/a	0.0
Yellow Line Enhancements and Extension	Howard St to Old Orchard Road	994	$45,843,000	$67,917,000	n/a	-2,166	0.0150	-0.3274	-984	1,015	1,413	5,471	0.005	-0.019	-0.42	-7.59	-21,019	0	0%	86	97%	n/a	n/a	0.0
North Red Line Improvements	Howard St to Addison St	408	$18,766,000	$27,721,000	n/a	-4,708	-0.0026	-0.1889	-872	1,622	147	7,674	-0.007	-0.016	-0.29	-6.31	-11,653	0	0%	284	100%	n/a	n/a	0.0
	baseline	5,924,196	$412,724,000,000	$626,828,000,000		3,536,881	33.84	58.36	29,222,026	3,306,482	831,680	1,268,062	63.554	50.937	1,020.40	20,187	40,710,832							

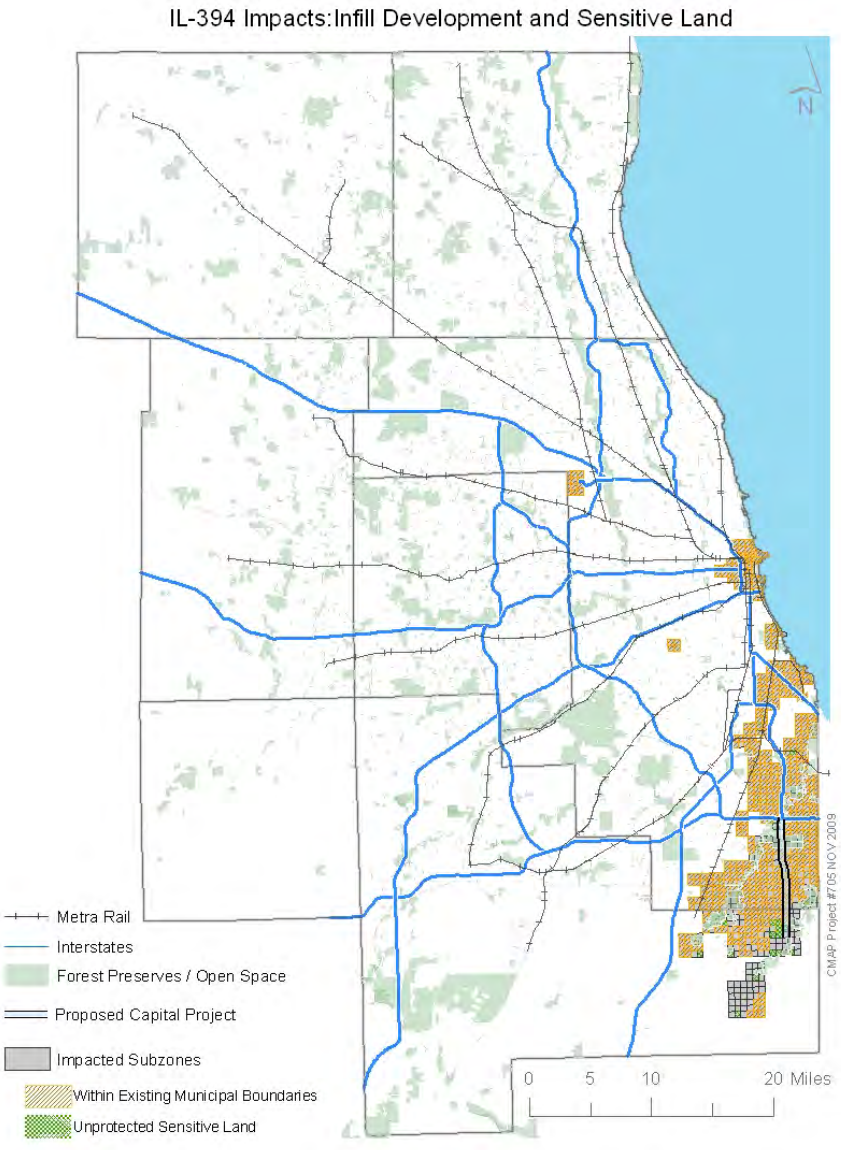
Shaded cells are those where the magnitude of change is very small. These are essentially not distinguishable from zero.
There are five **bolded projects** which have produced a number of counterintuitive results. These projects will be re-examined.

IL 394

Project Description

IL 394 connects southeastern Cook County and northeastern Will County to the rest of the region. The highway is expected to be a key access route to the proposed South Suburban Airport and developing Will County. The initial proposal is add lanes and upgrade design to expressway level from I-80/94 south to Exchange Street.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

Two lanes in each direction would be added from Thornton-Lansing Road to Steger Road; one lane in each direction would be added from Steger Road to Exchange Street. From I-80/94 to Exchange Street, IL 394 will be converted from the existing high-type arterial to freeway design. From Exchange Street to IL1, the road would remain a controlled-access arterial road.

Several reconfigured and expanded auxiliary lanes, interchanges and viaducts may be appropriate to improve traffic flow as well as highway safety. Preliminary plans call for several improvements: reconfiguration of the terminus at IL 1 and Goodenow Rd; reconstruction of two existing interchanges at Glenwood-Dyer Road and US 30; three (3) additional interchanges at Sauk Trail Road, Steger Road, and Exchange Street; existing overpass at Joe Orr Road reconstructed; two additional overpasses will be constructed at Richton Road and Faithorn-Burville Road.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	639
	Total income in region	$412,724,000,000	$31,818,000
	Gross Regional Product	$626,828,000,000	$46,190,000
Congestion	Average Speed	29	19
	Hours of congestion systemwide	3,536,881	1,968
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.09
Mode share	Total trips, auto	29,222,026	1,939
	Total trips, transit	3,306,482	-1,385
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	6,096
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.040
	Daily emissions of NOX, tons	50.937	0.064
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	28
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	37,192
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	19
	…as % of total impacted subzones	n/a	2%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	625
	…as % of total impacted subzones	n/a	78%
Peak period utilization	One-Way Traffic Volumes	7,200	3,700
	Peak Period One-Way Capacity	8,000	8,000
Facility condition	CRS score (applies to highways only)	n/a	8.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: construction cost in 2009 dollars is estimated at $540 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: the Project will provide enhanced access to the proposed Metra Southeast Service and proposed I-294 HOV service originated along I-80 near South Holland.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: The design for recent improvements includes accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and Old Plank Road.

Consistency with subregional plans: Adding lanes between US 30 and Exchange Street is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

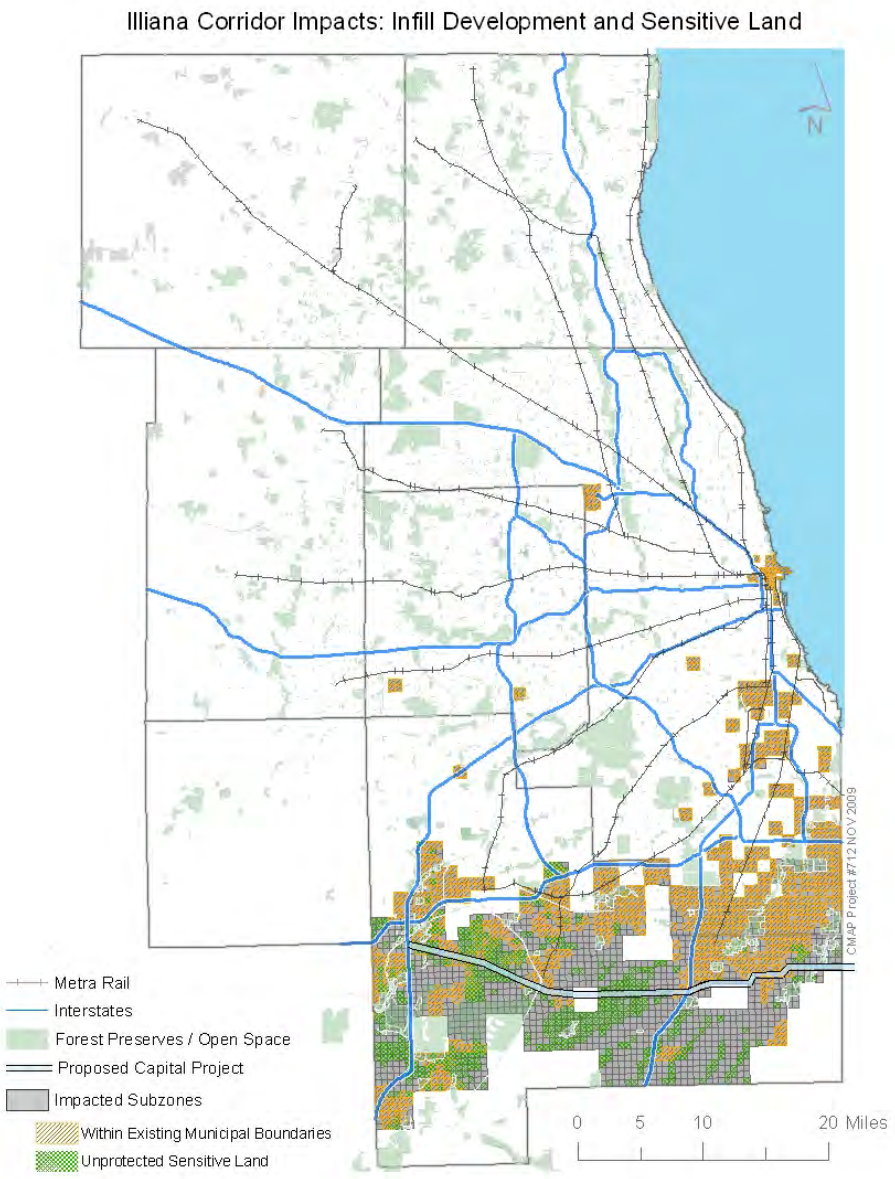
A phase-I engineering study for the project has been completed. This project has a year 2020 completion time frame.

Illiana Expressway

Project Description

To provide access to Will County's burgeoning freight and logistics centers and serve its increased residential population, as well as serve as an alternate to the highly traveled I-80 corridor, an Illiana expressway corridor has been proposed to connect I-55 south of Joliet to I-65 near Lowell Indiana traversing Will County.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The initial proposal is to build a new expressway, ranging from 4 to 6 lanes, from I-55 south of Joliet extending east into Indiana to I-65. The corridor length is estimated at 56 miles. Intermediate interchanges are planned at: IL 53, US 52, US 45, I-57, South Suburban Airport, IL 1/IL 394, and US 41.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,856
	Total income in region	$412,724,000,000	$198,964,000
	Gross Regional Product	$626,828,000,000	$291,318,000
Congestion	Average Speed	n/a	47
	Hours of congestion systemwide	3,536,881	3,807
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	10,941
	Total trips, transit	3,306,482	-8,531
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,261
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.077
	Daily emissions of NOX, tons	50.937	0.148
	Annual emissions of direct PM, tons	1,020.4	2.9
	Annual emissions of NOX, tons	20,187	69
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	13,940
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	467
	…as % of total impacted subzones	n/a	19%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,050
	…as % of total impacted subzones	n/a	44%
Peak period utilization	One-Way Traffic Volumes	n/a	4,300
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: In construction year 2017 dollars, combined construction and engineering cost estimates range from $500 million for, for a 4-lane limited access expressway to $869 million for an 8-lane limited access expressway (INDOT, Cambrige Systematics, Illiana Corridor Feasibility Study Final Report).

Connectivity: The project connects a number of major roadways, including I-65 in Indiana, I-57, IL 394, and I-55. The proposed Illiana Corridor will also provide enhanced access to the following current and proposed Metra commuter rail stations: Midewin, Manhattan (Southwest Service); South Suburban Airport (Metra Electric), Crete (Southeast Service).

Safety and Security: The proposal enhances safety by providing additional east-west capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and Pedestrian accommodation: this project will be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: All segments of the larger project from the Illiana Corridor west to I-55 are recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The Illiana Corridor will serve the aforementioned industrial and logistics development, particularly those planned in the vicinity of the Joliet Arsenal area. Freight stakeholders in Will County have even recommended specific alignments for the expressway that will have minimal impact on local residential communities.

Project Status

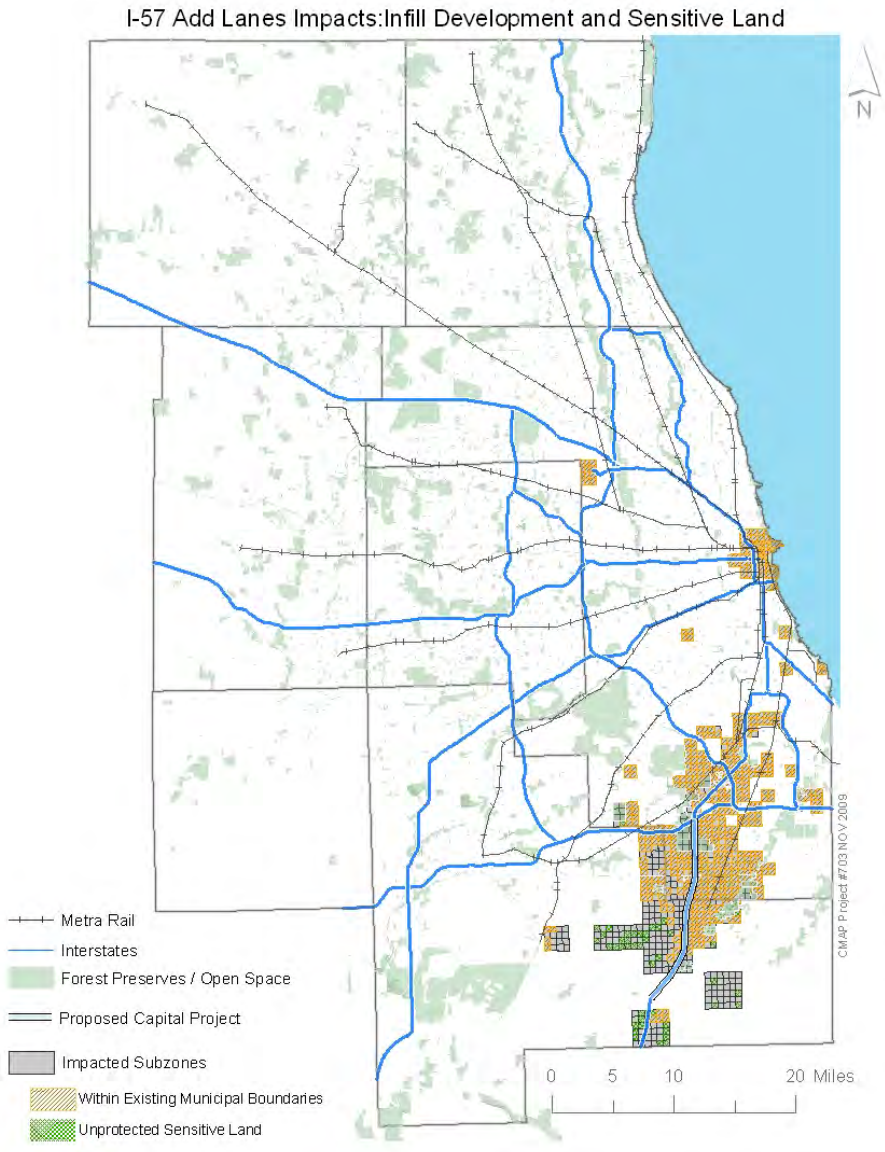
INDOT with Cambridge Systematics released the Illiana Corridor Feasibility Study Final Report in July 2009. At this juncture, there has not been a decision reached on the exact alignment of the proposed expressway, neither are additional activities, such as alternatives analysis, scheduled. The scope of the Illiana project has expanded considerably since the 2030 RTP publication, now addressing connections from I-394 to west I-57, and I-57 west to I-55 (in effect incorporating three separate proposals from the 2030 plan). As part of a project level analysis, consideration should be given to coordinate with the proposed Prairie Parkway near Minooka. This project has a year 2030 time frame.

I-57 Add Lanes

Project Description

I-57 links the Chicago area with east central and southern Illinois as well as cities of the lower Mississippi River valley. I-57 also provides a regional link to the proposed South Suburban Airport. The initial proposal is to add one lane in each direction to I-57 from I-80 south to Wilmington-Peotone Road.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

One lane will be added on 17.1 miles of I-57 from I-80, first to the proposed Illiana Expressway, and then to Wilmington-Peotone Road. New interchange access will be available from Stuenkel Road and the proposed South Suburban Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	415
	Total income in region	$412,724,000,000	$17,255,000
	Gross Regional Product	$626,828,000,000	$26,213,000
Congestion	Average Speed	29	11
	Hours of congestion systemwide	3,536,881	10,774
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.14
Mode share	Total trips, auto	29,222,026	7,355
	Total trips, transit	3,306,482	-7,377
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,512
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.055
	Daily emissions of NOX, tons	50.937	0.064
	Annual emissions of direct PM, tons	1,020.4	0.8
	Annual emissions of NOX, tons	20,187	26
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	30,611
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	49
	…as % of total impacted subzones	n/a	5%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	593
	…as % of total impacted subzones	n/a	65%
Peak period utilization	One-Way Traffic Volumes	6,900	2,500
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.6

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at $800 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: Project will provide improved access to existing and planned Metra Electric Service stations, from Matteson through the proposed South Suburban Airport station.

Safety and Secuity: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents, as well as HOV travel necessitated by recovery actions.

Bicycle and pedestrian accommodation: This project will be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan for encouraging economic growth, particularly in the freight industry and as a complement to a proposed South Suburban Airport.

Project status

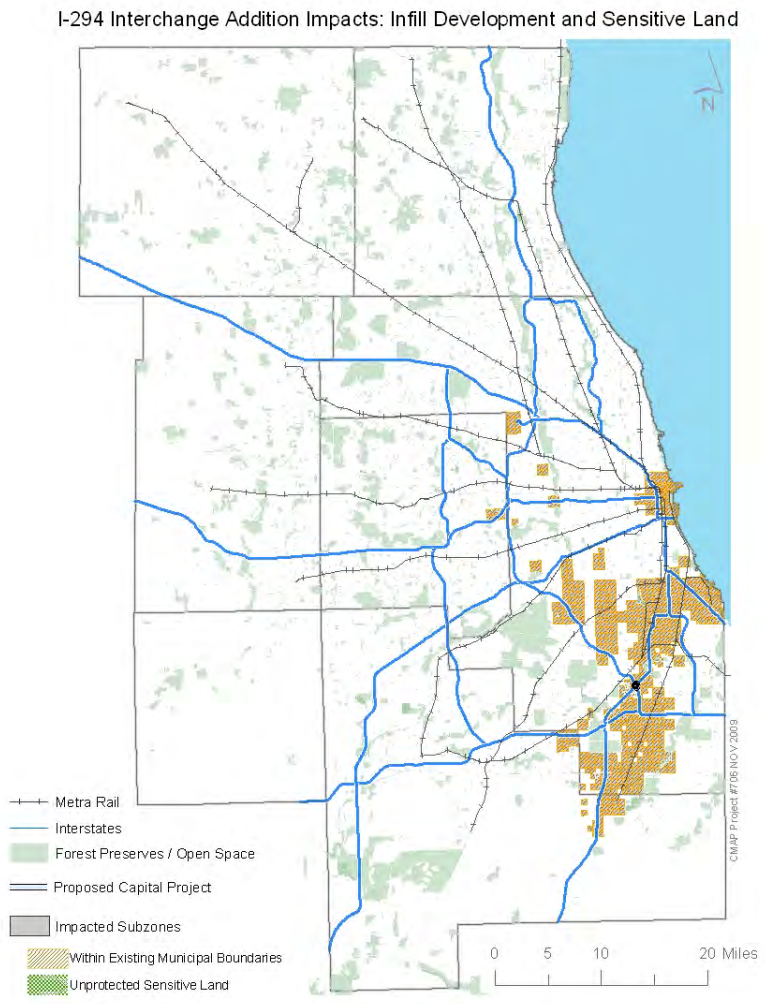
No project planning activities or studies are scheduled in the near future. This project has a long term (year 2030) completion time frame.

I-294 at I-57 Interchange Addition

Project Description

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. A proposed new full interchange at the crossing of I-294 and I-57 in South Cook County is expected to improve accessibility to and from the south and southwest suburbs.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation

The initial proposal is to build a new full interchange at I-57, between I-57's existing 147th and 159th Street interchanges.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	7
	Total income in region	$412,724,000,000	$1,896,000
	Gross Regional Product	$626,828,000,000	$3,176,000
Congestion	Average Speed	0	0
	Hours of congestion systemwide	3,536,881	9,408
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.02
Mode share	Total trips, auto	29,222,026	3,509
	Total trips, transit	3,306,482	-3,712
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	714
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.047
	Daily emissions of NOX, tons	50.937	0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,014
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	722
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	0
	Peak Period One-Way Capacity	0	0
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: estimated project cost is $687 million (2009 $).

Connectivity: Project may facilitate HOV transit services from farther south suburbs utilizing proposed I-294 HOV lane projects.

Safety and Security: Project will provide additional route alternatives for evacuation and first response actions.

Bicycle and pedestrian accommodation: The project should be coordinated with regional and local jurisdictions along this facility that maintain or are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: Not identified.

Project Status:

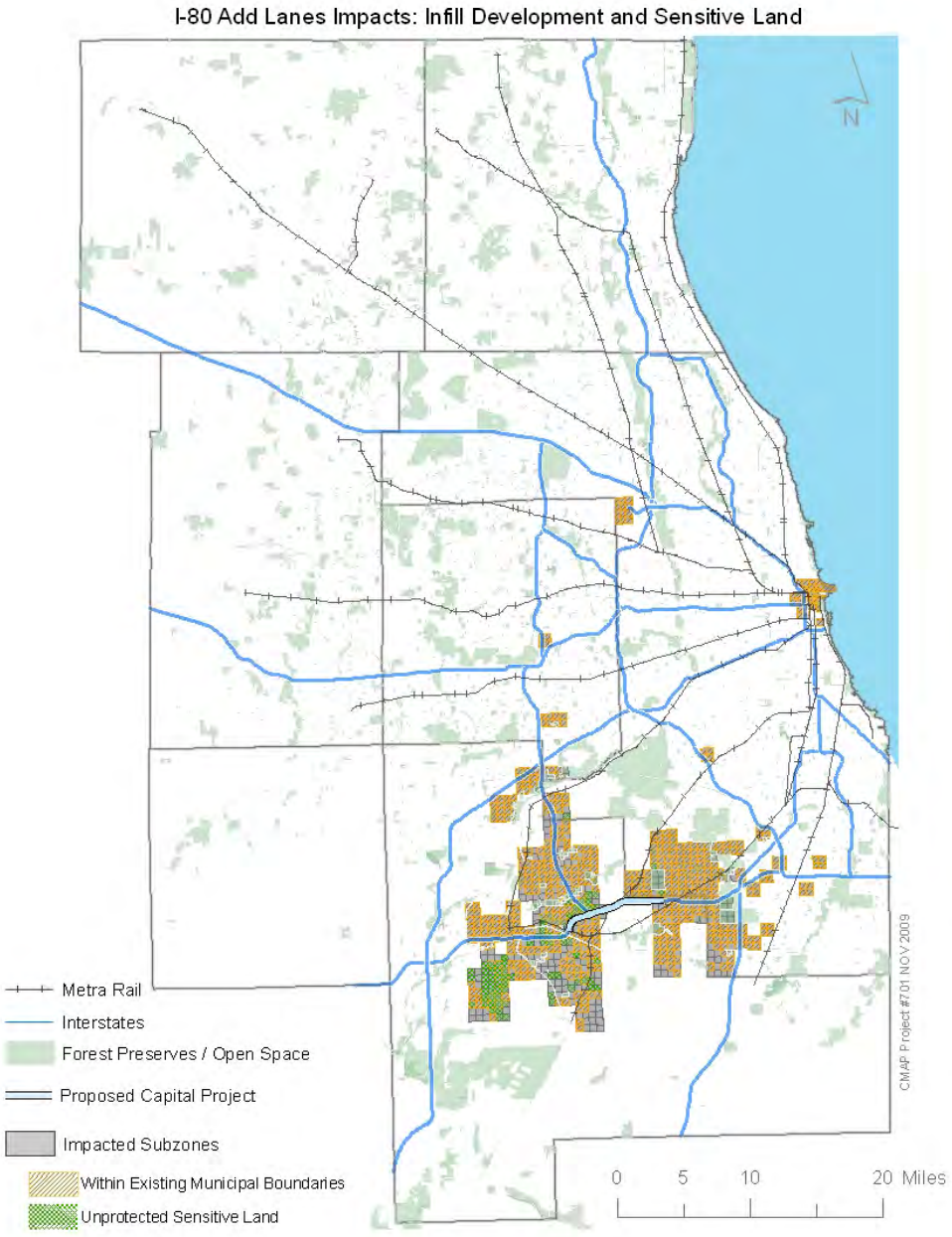
The Illinois Tollway has this project listed as a component in their Congestion Relief Program (http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst_CRP/). The Illinois Tollway with IDOT completed an environmental assessment of the project in August 2008 (http://www.dot.state.il.us/desenv/Environment/I294I57_EA/Cover.pdf) and have applied for US DOT TIGER funding in September of 2009. No further planning activities have been scheduled thus far. The project has a year 2020 completion time frame.

I-80 Add Lanes

Project Description

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. This proposal will add lanes to I-80 from the US 30 east to US 45.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

Initially, the add lanes on the 8.0 mile long US 30 to US 45 segment will be pursued, with managed lanes proposed for a larger corridor extending from River Road near Minooka (Grundy County) east to I-294. The initial segment is scheduled first to serve travel demand resulting from the recent completion of the I-355 south extension to I-80.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,504
	Total income in region	$412,724,000,000	$72,631,000
	Gross Regional Product	$626,828,000,000	$106,945,000
Congestion	Average Speed	n/a	9
	Hours of congestion systemwide	3,536,881	-19,048
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	3,410
	Total trips, transit	3,306,482	-3,641
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,226
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.030
	Daily emissions of NOX, tons	50.937	0.002
	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	10,002
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	86
	…as % of total impacted subzones	n/a	10%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	607
	…as % of total impacted subzones	n/a	71%
Peak period utilization	One-Way Traffic Volumes	n/a	2,700
	Peak Period One-Way Capacity	n/a	4,000
Facility condition	CRS score (applies to highways only)	n/a	7.6

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at $150 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included) based on mileage fraction of cost of I-80 larger corridor total cost.

Connectivity: Interchanges at US 30 and US 45 are located near the respective New Lenox and Hickory Creek stations on the Metra Rock Island District commuter rail line.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle-truck conflicts. The

proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: The design for recent improvements include accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and the nearby parallel Old Plank Road.

Consistency with subregional plans: expansion of lanes from present between Harlem Avenue and I-55 is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

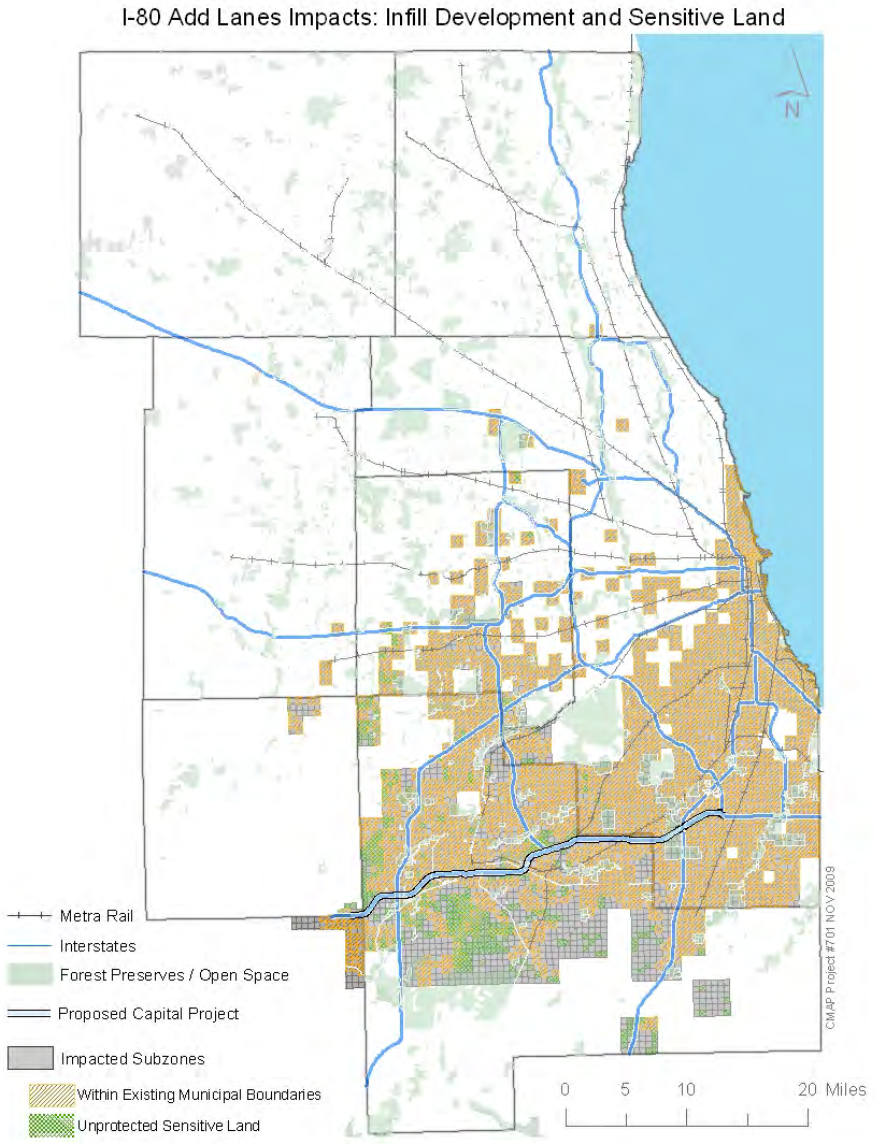
Phase 1 Engineering is underway for this project, which has a completion time frame of year 2015. It is unclear whether the more expansive managed lanes project will have a concurrent or subsequent completion time frame.

I-80 Managed / Add Lanes

Project Description

I-80 serves southern Cook and Will Counties, linking the region to the northern tier of the United States. The proposal is to add lanes to I-80 from the Grundy County line east to I-294. Initially the add lanes between US 30 and US 45 will be pursued (see I-80 Add Lanes). A more expansive project proposal calls for a combination of new managed lanes and general purpose lanes will be added throughout the entire corridor.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

This project calls for:

Adding a managed lane in each direction from River Road east to I-294, plus adding a general purpose lane from I-55 to US 30. This corridor totals 34.5 miles in length.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,470
	Total income in region	$412,724,000,000	$161,743,000
	Gross Regional Product	$626,828,000,000	$237,901,000
Congestion	Average Speed	n/a	15
	Hours of congestion systemwide	3,536,881	-47,162
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.20
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	2,867
	Total trips, transit	3,306,482	-3,323
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	11,832
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.083
	Daily emissions of NOX, tons	50.937	0.124
	Annual emissions of direct PM, tons	1,020.4	1.4
	Annual emissions of NOX, tons	20,187	54
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	63,669
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	180
	…as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,496
	…as % of total impacted subzones	n/a	75%
Peak period utilization	One-Way Traffic Volumes	n/a	5,100
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	7.6

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Cost: Construction cost in 2009 dollars is estimated at $650 million (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included) based on mileage fraction of cost of I-80 larger corridor total cost less near-term completion I-80 add lanes (from US 30 to US 45) project cost.

Connectivity: I-80 provides access to the following Metra Rock Island District current and proposed commuter stations: Minooka, Joliet, New Lenox, Hickory Creek, and Tinley Park.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: The designs for recent improvements include accommodation for bicycle and pedestrian access and integration with local communities' bicycle networks and the nearby parallel Old Plank Road.

Consistency with subregional plans: expansion of lanes from present between Harlem Avenue and I-55 is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

Phase 1 Engineering is underway for the US 30 to US 45 segment, which has a completion time frame of year 2015. It is unclear whether the more expansive managed lanes project will have a concurrent or subsequent completion time frame.

I-80 to I-55 Connection

Project Description

The commercial and industrial developments in Will County south of Joliet will require improvements in access and connectivity within NE Illinois and to other areas across the state and nation. Critical to this goal is providing an expressway connection from I-80 and the Prairie Parkway to I-55 and the Illiana Corridor.

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

This proposal calls for building an expressway connection from the I-80 at Prairie Parkway interchange southeast to the interchange of I-55 at the proposed Illiana Corridor (exact alignment is undetermined, but could be as long as 9.3 miles). This proposed expressway will have no intermediate interchanges.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,387
	Total income in region	$412,724,000,000	$64,446,000
	Gross Regional Product	$626,828,000,000	$95,565,000
Congestion	Average Speed	n/a	55
	Hours of congestion systemwide	3,536,881	-8,548
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	2,499
	Total trips, transit	3,306,482	-2,803
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,166
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.026
	Daily emissions of NOX, tons	50.937	0.091
	Annual emissions of direct PM, tons	1,020.4	0.6
	Annual emissions of NOX, tons	20,187	36
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-2,007
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	8
	…as % of total impacted subzones	n/a	33%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	13
	…as % of total impacted subzones	n/a	54%
Peak period utilization	One-Way Traffic Volumes	n/a	1,700
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Undetermined

Connectivity: The principal purpose of the project is to connect two other proposed projects, the Illinana Expressway and the Prairie Parkway. The project also would provide enhanced access between proposed extensions of the BNSF (Oswego), Rock Island District (Minooka) and Southwest Service (Midewin).

Safety and Security: The proposal enhances safety by providing additional expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts.

The proposal will enhance security by adding capacity to facilitate circumferential travel for regional response to incidents.

Bicycle and pedestrian accommodation: Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

Consistency with subregional plans: Not identified.

Project Status

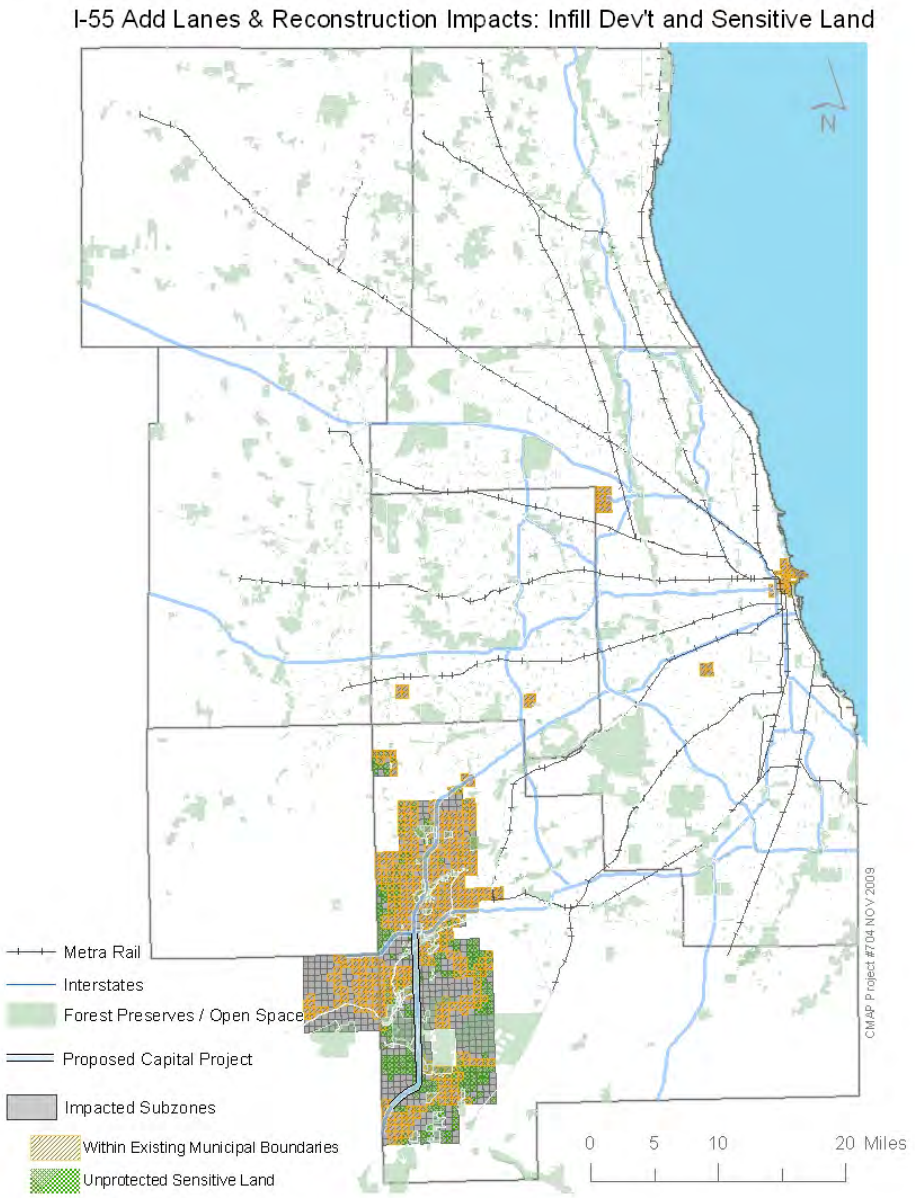
This project is viewed as contingent upon the completion of the Prairie Parkway and Illiana Corridor. No planning or engineering activities are scheduled at this time. This project has a year 2040 completion time frame.

I-55 Add Lanes and Reconstruction

Project Description

I-55 links the Chicago area to central Illinois, St. Louis, and the southwest United States. Rapid population and employment growth has taken place in this corridor over the past several years, and is expected to continue. Additional lanes are proposed along I-55 from I-80 on the north to Coal City Road on the south.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposed add lanes from I-80 south to Coal City Road have a total project length of 14.8 miles.

A future reconstruction will be needed to address mainline pavement condition and improve interchanges. When completed this project will include complete roadway reconstruction, bridge reconstruction or replacement, an improved interchange at IL 129 and additional safety and operations improvements which may enable managed lane implementation. A system interchange connecting the proposed Illiana Corridor may also be constructed.

In 2007 IDOT completed a widening of I-55 from Naperville Road to I-80 as a staged improvement to provide three lanes in each direction.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,457
	Total income in region	$412,724,000,000	$73,749,000
	Gross Regional Product	$626,828,000,000	$108,798,000
Congestion	Average Speed	n/a	23
	Hours of congestion systemwide	3,536,881	-6,562
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	1,835
	Total trips, transit	3,306,482	-2,230
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	677
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.009
	Daily emissions of NOX, tons	50.937	0.037
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	14
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-1,705
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	145
	…as % of total impacted subzones	n/a	24%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	264
	…as % of total impacted subzones	n/a	43%
Peak period utilization	One-Way Traffic Volumes	n/a	1,000
	Peak Period One-Way Capacity	n/a	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.8

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The total project cost is still to be determined. Estimated construction cost in 2009 dollars is $1,400,000,000 (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: The project increases access to I-80 from points south along I-55. It is also expected to expedite travel to the following nearby Metra commuter rail services: Rock Island District (Joliet), Southwest Service (Midewin), STAR Line (Plainfield), and proposed HOV transit opportunities along I-55 between Weber Road and I-90/94.

Safety and Security: As an add lanes and interchange improvement project, this proposal improves both corridor and regional safety by: reducing vehicle conflicts from entering and exiting vehicles, providing additional capacity for mainline traffic, and providing additional capacity to facilitate the large volume of truck traffic utilizing the I-55 corridor. The proposed improvements also enhance I-55's capability to serve as an evacuation route and facilitator of first responder vehicle traffic in the event of an emergency.

Bicycle and pedestrian accommodation: The project should be coordinated with regional and local jurisdictions along this facility that are developing bicycle trails and local bicycle networks.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The City of Wilmington's 2008 Comprehensive Plan also recommends adding lanes to I-55 south of I-80.

Project Status:

Alternatives analysis has commenced on I-55 from River Road to Coal City Road in the Wilmington area of southern Will County, with 4 design alternatives being decided upon for the affected interchanges. Additional warehousing and industrial development expected in this area are focusing attention on I-55 operations and capacity. The study's primary focus is the rehabilitation and reconfiguration of the interchanges; the need for additional lanes will also be evaluated. Project planning (Phase I and Phase II) for the Wilmington area project will be completed by year 2012 with construction by 2015. For more project information, go to the www.i-55wilmingtonstudy.com website.

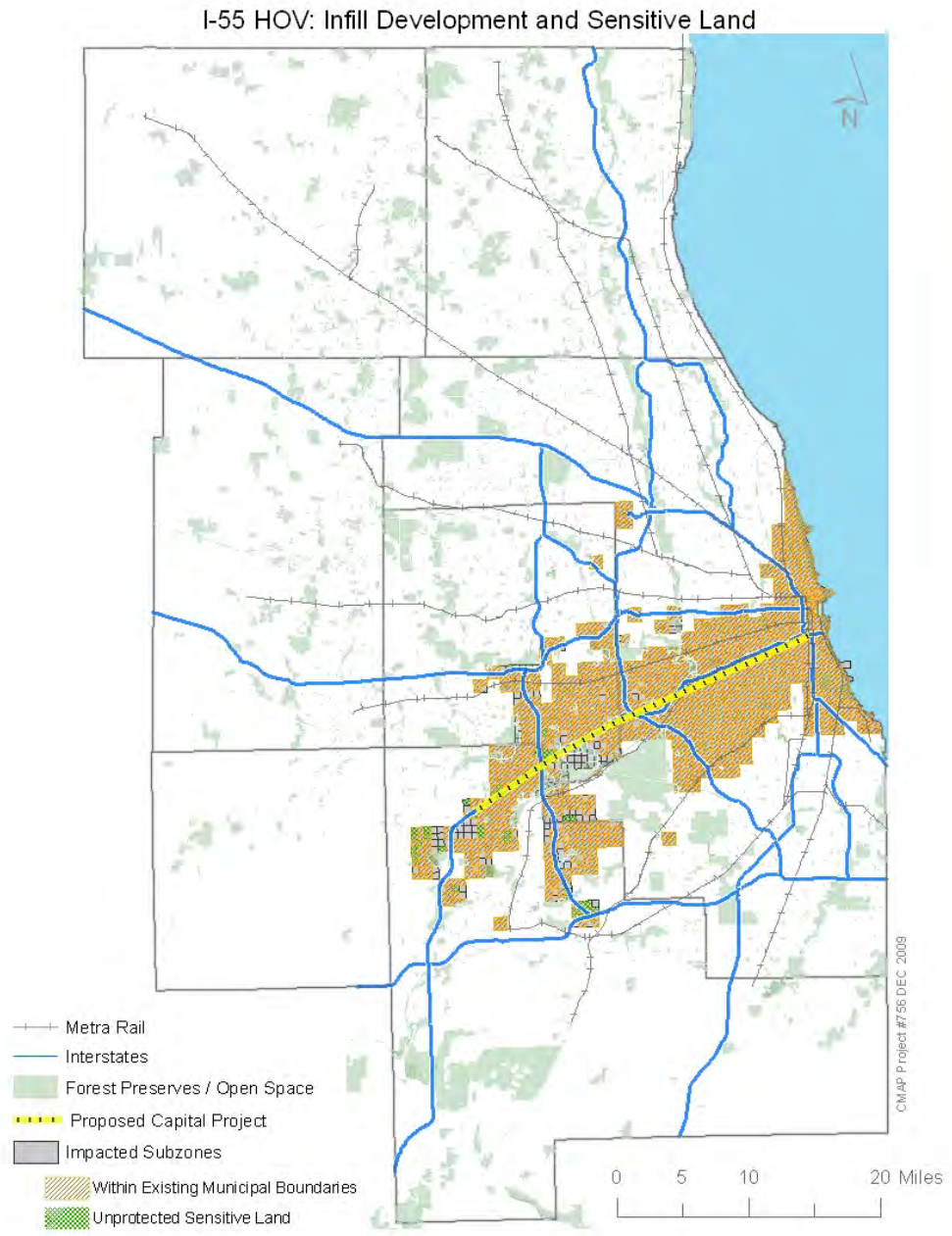
The remainder of the proposal is anticipated to be completed by year 2020.

I-55 HOV

Project Description

A managed lane consisting of a high occupancy vehicle (HOV) lane facility is proposed to be added on I-55 from Weber Road to I-90/94.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

Two (one each direction) additional managed lanes are proposed; the resulting additional lanes may be operated as no-cost HOV, High-Occupancy Toll (HOT), congestion pricing, dynamic pricing, or truck-only lanes.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,098
	Total income in region	$412,724,000,000	$107,017,000
	Gross Regional Product	$626,828,000,000	$155,460,000
Congestion	Average Speed	16	2
	Hours of congestion systemwide	3,536,881	-34,299
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.14
	Average travel time in minutes, transit	58.36	-0.18
Mode share	Total trips, auto	29,222,026	3,041
	Total trips, transit	3,306,482	-4,608
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	4,237
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.037
	Daily emissions of NOX, tons	50.937	0.033
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	17
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	36,588
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	42
	…as % of total impacted subzones	n/a	3%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,470
	…as % of total impacted subzones	n/a	89%
Peak period utilization	One-Way Traffic Volumes	11,500	1,500
	Peak Period One-Way Capacity	12,000	2,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined and dependent not only on construction and engineering costs, but also type of managed lane implemented.

Connectivity: Facility will provide travel connections to CTA Orange Line Stations at 35th, Ashland, and Halsted as well as Red Line, Green Line and Metra Electric stations near McCormick Place and near south areas. Existing Pace bus services may utilize the facility and the facilities in turn may develop as service hubs for multiple bus routes.

Safety and Security: Additional managed lane capacity can facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: HOV facilitates along the corridor may also contain adequate bicycle parking facilities and be integrated into existing communities bicycle and pedestrian systems.

Consistency subregional plans: Development of a Bolingbrook South Park and Ride Center along I-55 within the proposed corridor is identified as a key transit element in the Will County 2030 Transportation Framework Plan component of the Will County Land Use Plan.

Project Status

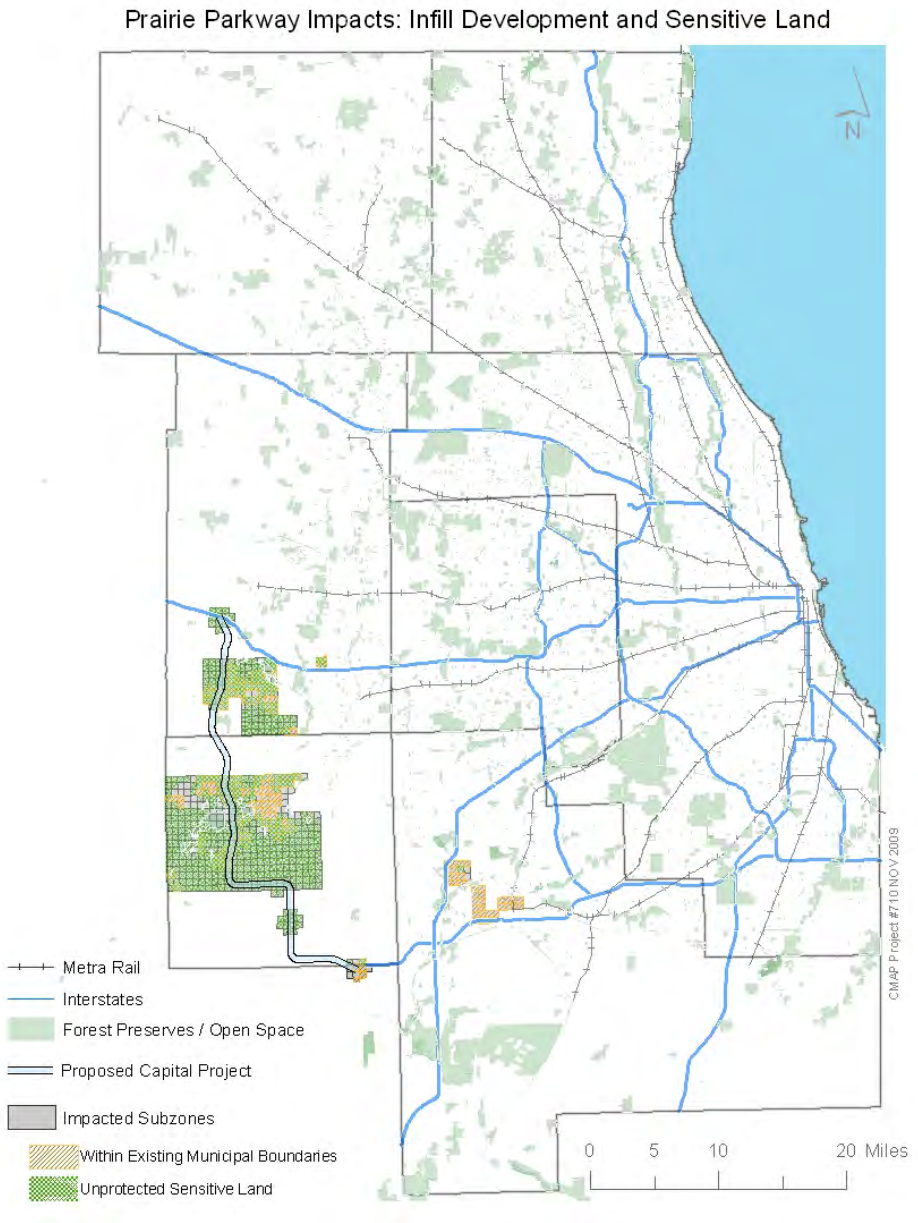
A similar project was previously studied by the RTA and IDOT in 1993. Currently, studies are ongoing with the RTA, in cooperation with IDOT and the FHWA, to implement a shoulder-riding bus service between I-355 and I-90/94 as an initial option. The shoulder riding concept is considered a near term completion project (2010/2011). The managed lane is considered a year 2020 or 2030 project.

Prairie Parkway

Project Description

The initial proposal is to introduce a new highway facility connecting I-80 to I-88 in Kane and Kendall Counties.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

In November 2007, a preferred alternative route, "B-5" was finalized and added to the state's original Corridor Protection Map. The 37 mile long B-5 alignment features interchanges at: the north terminus with I-88, US 30, US 34, IL 71, IL 47 (as it jogs east toward Minooka), US 52, and at the south terminus into I-80. A concurrent project widening IL 47 in Grundy and Kendall Counties between I-80 and Caton Farm Road by one lane in each direction (4 total), along with several intersection improvements, is included in the approved B-5 alternative. Improvements to local and arterial streets are planned as part of the improvement to maintain access.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,748
	Total income in region	$412,724,000,000	$93,785,000
	Gross Regional Product	$626,828,000,000	$137,534,000
Congestion	Average Speed	0	48
	Hours of congestion systemwide	3,536,881	-32,025
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.16
	Average travel time in minutes, transit	58.36	-0.24
Mode share	Total trips, auto	29,222,026	6,623
	Total trips, transit	3,306,482	-5,424
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,625
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.041
	Daily emissions of NOX, tons	50.937	0.193
	Annual emissions of direct PM, tons	1,020.4	2.8
	Annual emissions of NOX, tons	20,187	81
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	163,958
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	528
	…as % of total impacted subzones	n/a	81%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	193
	…as % of total impacted subzones	n/a	30%
Peak period utilization	One-Way Traffic Volumes	0	4,400
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Total cost to complete the Prairie Parkway along the B-5 alignment (including the IL 47 widening) is estimated at $908 million.

Connectivity: The project provides a new connection between two major expressways, I-80 and I-88.

Safety and Security: The proposal enhances safety by providing additional north-south expressway capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodation: Several improvements to bicycle and pedestrian trail facilities parallel and traversing the project corridor are also planned.

Consistency with subregional plans: this project is supported within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Project Status:

A proposal was made to the Illinois State Toll Highway Authority in January 2008 by Kendall and Grundy counties to examine transferring jurisdiction of the project from IDOT to ISTHA for the purpose of advancing its construction timeframe. A Record of Decision was obtained in September 2008, which gave federal approval to the project and allowed the use of federal funds for additional phases of the project. See IDOT's project website, www.prairie-parkway.com , for more information.

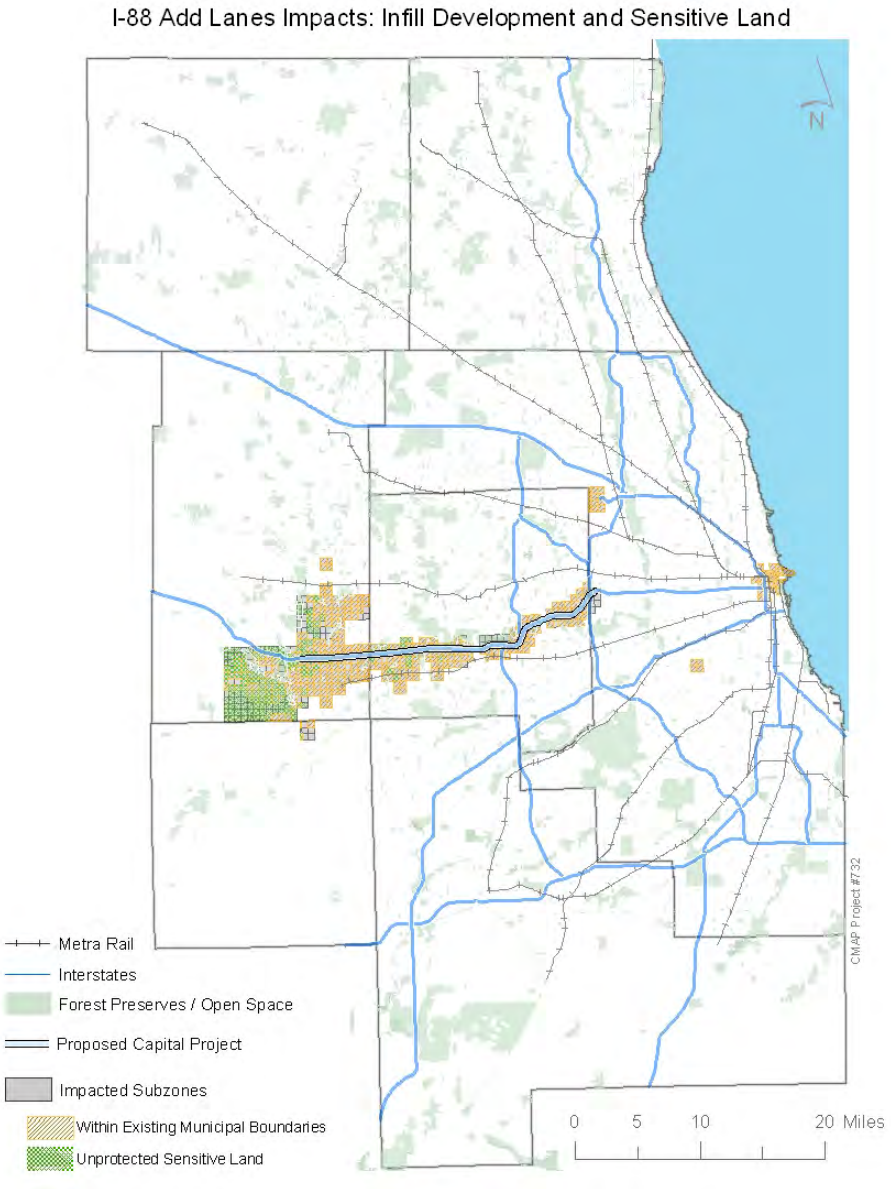
This project has a year 2020 to 2030 completion time frame.

I-88 Ronald Reagan Memorial Tollway

Project Description:

I-88 (Ronald Reagan Memorial Tollway) serves DuPage and Kane County, linking the region with western Illinois. The initial proposal is to provide an additional lane in each direction on the Ronald Reagan Memorial from Orchard Road to IL 56.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The add lanes along 4.1 miles of I-88 proposed from Orchard Road to IL 56 comes after the completion by the Illinois Tollway of a larger reconstruction and add lanes project on I-88 from I-294 west to Orchard Road.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	419
	Total income in region	$412,724,000,000	$20,799,000
	Gross Regional Product	$626,828,000,000	$30,815,000
Congestion	Average Speed	12	19
	Hours of congestion systemwide	3,536,881	8,381
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.23
Mode share	Total trips, auto	29,222,026	5,420
	Total trips, transit	3,306,482	-4,653
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-1,425
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.008
	Daily emissions of NOX, tons	50.937	0.008
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	5
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	12,517
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	168
	…as % of total impacted subzones	n/a	26%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	497
	…as % of total impacted subzones	n/a	77%
Peak period utilization	One-Way Traffic Volumes	7,400	2,000
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Total cost is estimated at $20 million (2009 $).

Connectivity: This project improves travel on I-88 and the connections of this facility to other transportation facilities, but does not create any new connections.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Bicycle and pedestrian accommodations: The Tollway is including bicycle accommodation evaluation in the Tollway's development of improvements along I-88.

Project Status

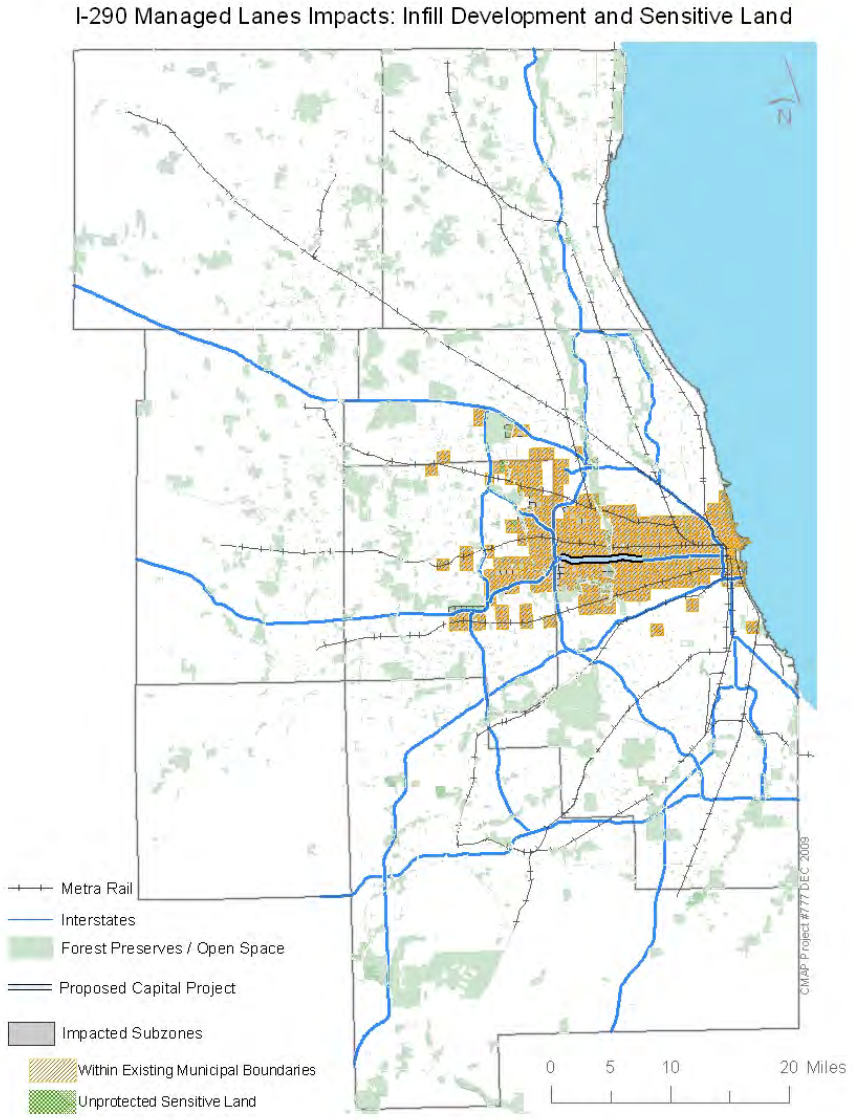
This project has a 2040 completion time frame. At this juncture there is no scheduled planning or engineering activities.

I-290 HOV

Project Description

I-290 (Eisenhower Expressway) serves as a gateway between Chicago's CBD and the western suburbs. The I-290 corridor, in addition to significant vehicle usage, includes multiple modes of transportation including passenger and freight rail as well as CTA and Pace bus service. A high-occupancy vehicle lane is proposed as a placeholder for consideration in the plan until a full range of multi modal alternatives can be developed and evaluated at a project level of detail.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

At present, a high-occupancy vehicle lane is proposed from I-88 to Austin Avenue (7.3 miles). Regardless of the ultimate outcome of detailed project-level alternatives analysis, it must be noted that the existing pavement and bridges of the Eisenhower Expressway are over 50 years old, and therefore, the complete reconstruction of I-290 from Mannheim Road to Cicero Avenue would be part of any proposal. In addition, a study of capping a portion of the I-290 expressway in this area is being developed by the Village of Oak Park. That study will evaluate whether a cap may reduce community impacts and could provide complimentary transportation facilities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,283
	Total income in region	$412,724,000,000	$70,681,000
	Gross Regional Product	$626,828,000,000	$102,745,000
Congestion	Average Speed	5	2
	Hours of congestion systemwide	3,536,881	-22,676
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.11
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	6,537
	Total trips, transit	3,306,482	-5,502
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,271
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.019
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	15,921
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	791
	…as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	13,200	2,200
	Peak Period One-Way Capacity	10,800	2,400
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The HOV Lane placeholder would have a construction cost in 2009 dollars of $1.5 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: This segment of the Eisenhower Expressway contains the Blue Line Forest Park service in its median and provides access to stations at Forest Park,

Harlem Avenue, Oak Park Avenue, and Austin Avenue. There is also a proposal to extend Blue Line service within or closely parallel to this segment of Eisenhower with potential stops at 1st Avenue, 25th Avenue, and Mannheim Road (this extension would reach out to Oak Brook terminating at Lisle).

Safety and Security: Improving the mobility for users of the I-290 corridor could enhance security and safety by providing multiple and enhanced transit choices, improved access connections between all modes, and updated facilities that meet current standards. This could facilitate travel for evacuation and response to incidents, as well as travel on alternative modes necessitated by recovery actions.

Bicycle and pedestrian accommodation: improvements along the corridor would also seek to enhance existing bicycle and pedestrian facilities, and would be integrated into existing communities' bicycle and pedestrian systems.

Consistency with subregional plans: The consideration of a variety of alternatives in the I-290 corridor, including a managed lane, has also been endorsed by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

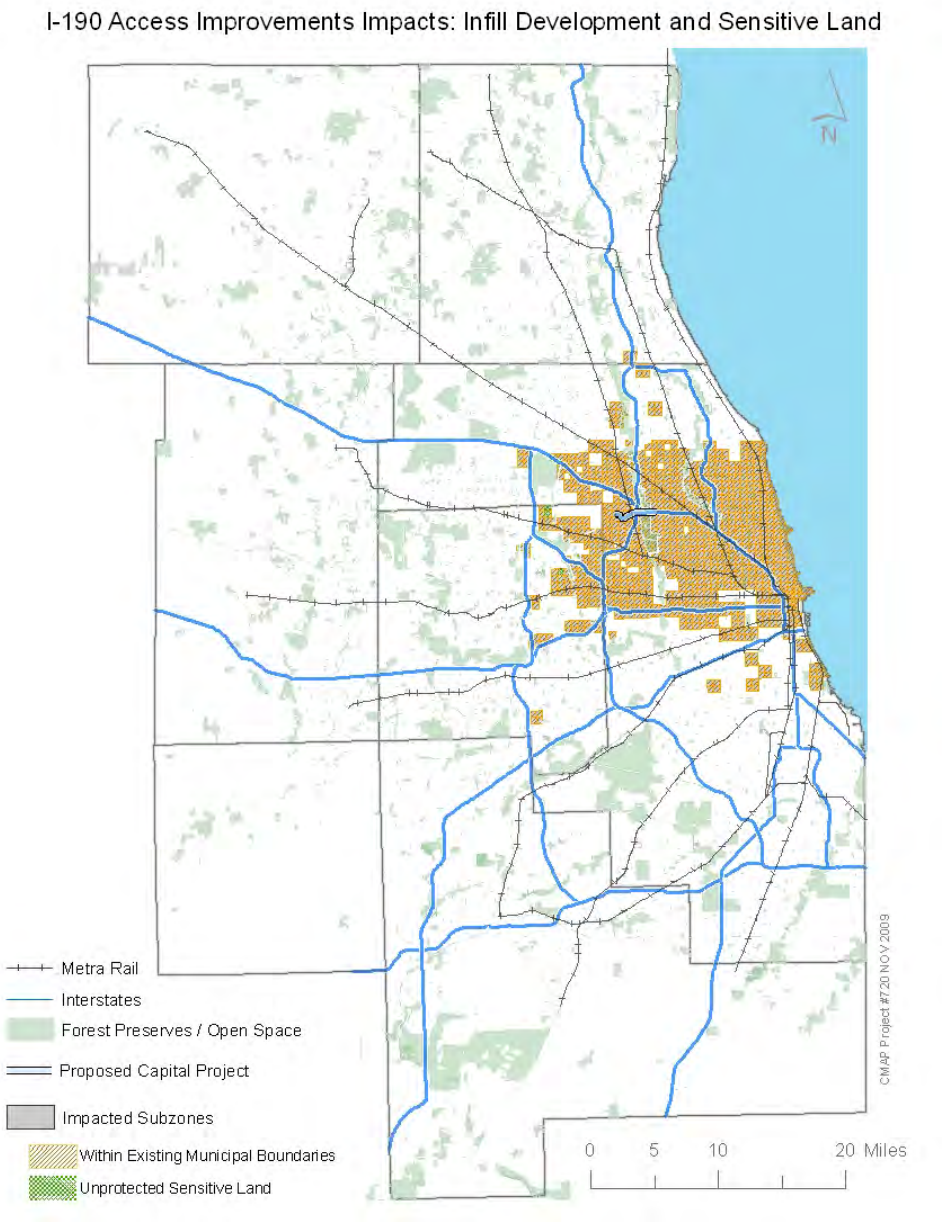
IDOT has re-initiated the Phase I study process in Fall 2009 and has conducted initial public outreach in advance of feasibility studies and alternatives analyses. More information on the current study process can be found at www.eisenhowerexpressway.com . This project has a year 2020 completion time frame.

I-190 Improvements

Project Description:

This project consists primarily of redesigning and reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility and reduce congestion and collisions.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

This project will address design improvements and improvements to both arterial and expressway interchanges along the entire 2.4 mile length of I-190.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	386
	Total income in region	$412,724,000,000	$16,939,000
	Gross Regional Product	$626,828,000,000	$24,781,000
Congestion	Average Speed	27	27
	Hours of congestion systemwide	3,536,881	-7,031
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.07
Mode share	Total trips, auto	29,222,026	3,850
	Total trips, transit	3,306,482	-4,040
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-674
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.034
	Daily emissions of NOX, tons	50.937	0.017
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	7
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	14,946
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,057
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	11,600	-1,400
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Estimated project cost is $355 million. The City of Chicago and IDOT have a 2003 letter of intent establishing a 50/50 sharing of costs for the entire program.

Connectivity: Though this road primarily serves trips utilizing O'Hare Airport for passenger air travel it will also provide access to the CTA Blue Line and proposed O'Hare to Schaumburg and Metra STAR Line services.

Safety and Security: Improvements will facilitate evacuation from and first response to incidents. Improvements will also reduce vehicle-vehicle conflicts reducing potential for accidents.

Bicycle and pedestrian accommodations: Not identified.

Consistency with subregional plans: Project elements are acknowledged as key components of O'Hare Modernization Program (OMP) plans and activities.

Project Status

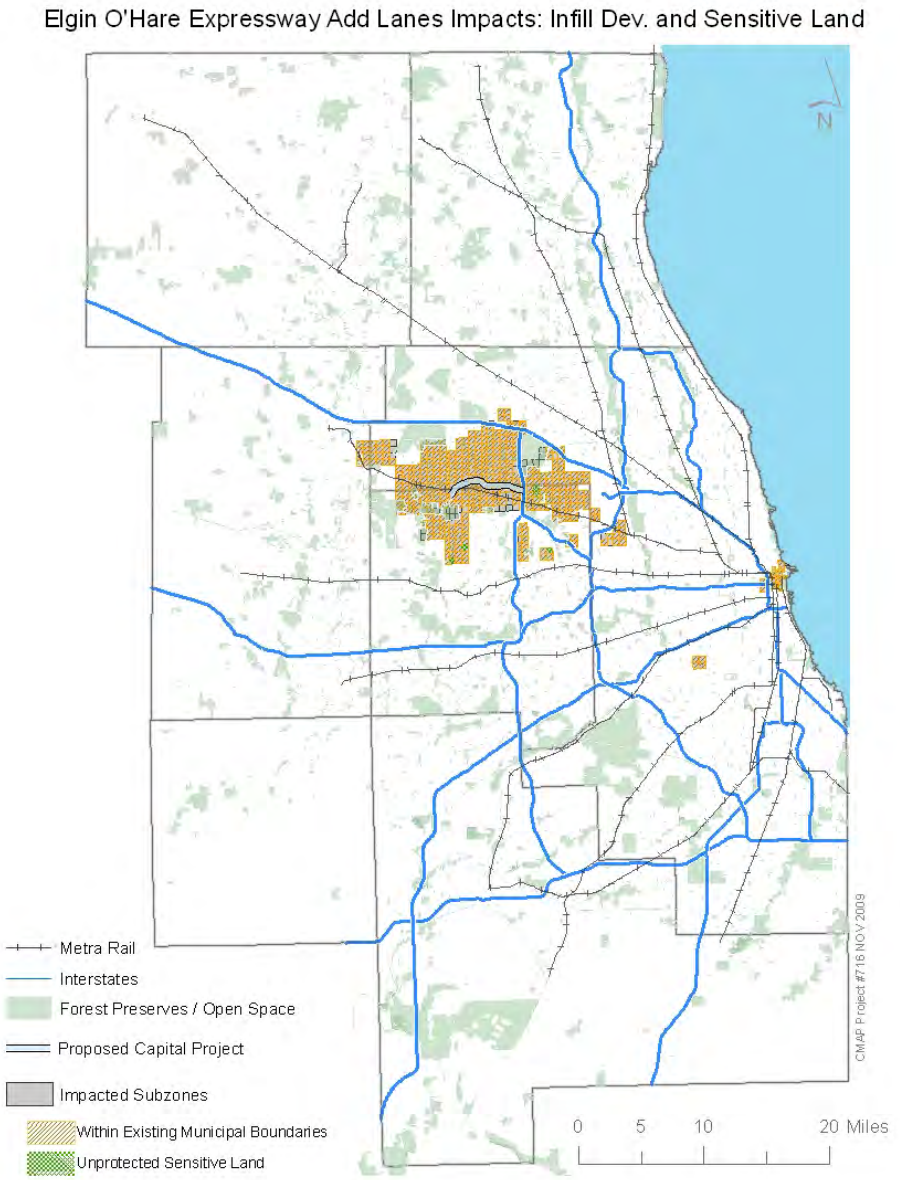
Project planning is advancing; several project elements have already been funded through IDOT, CDOT, and the Chicago Department of Aviation (using its Passenger Facility Charge funds). This project has a projected year 2020 completion.

Elgin O'Hare Add Lanes from I-290 to Gary Avenue

Project Description

The Elgin-O'Hare Expressway serves northwest Cook and northern DuPage Counties. An initial segment of the highway was opened in the 1990's and presently carries high traffic volumes. This project involves adding lanes to the existing freeway, which currently provides two lanes in each direction from US20 to near I-290.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The extent of the expanded (4 to 6 total lanes) expressway would be from I-290 west to Gary Avenue (5.5 miles). An expressway to expressway interchange at I-290 and the proposed eastern extension of the Elgin O'Hare expressway is also proposed. (Please note that western and eastern extensions are evaluated as separate projects.)

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,615
	Total income in region	$412,724,000,000	$88,961,000
	Gross Regional Product	$626,828,000,000	$130,579,000
Congestion	Average Speed	19	16
	Hours of congestion systemwide	3,536,881	-6,854
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.14
Mode share	Total trips, auto	29,222,026	44
	Total trips, transit	3,306,482	1,464
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	4,431
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.007
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-6,964
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	5
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	493
	…as % of total impacted subzones	n/a	91%
Peak period utilization	One-Way Traffic Volumes	8,000	2,100
	Peak Period One-Way Capacity	8,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	7.2

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at $650 million (Neither engineering nor ROW acquisition included).

Connectivity: This project will provide access to several proposed O'Hare to Schaumburg Transit Service stations within the I-290 and Elgin O'Hare East Extension right-of-way.

Safety and Security: The addition of travel lanes will enhance safety by reducing congestion-related incidents. The additional capacity will also enhance the existing Elgin O'Hare Expressway's capability to facilitate evacuations and incident response.

Bicycle and pedestrian accommodation: Improved connectivity to existing local bicycle and pedestrian path systems and to bicycle-pedestrian improvements that are part of the Elgin O'Hare East Extension will be pursued.

Consistency with subregional plans. Village of Roselle and Elk Grove Village via their community development departments have expressed concern with traffic mitigation from this and other planned Elgin O'Hare projects.

Project Status

The Gary Avenue to I-290 add lanes segment was studied as part of the Draft Environmental Impact Statement (DEIS) process during calendar year 2009 – see www.elginohare-westbypass.org

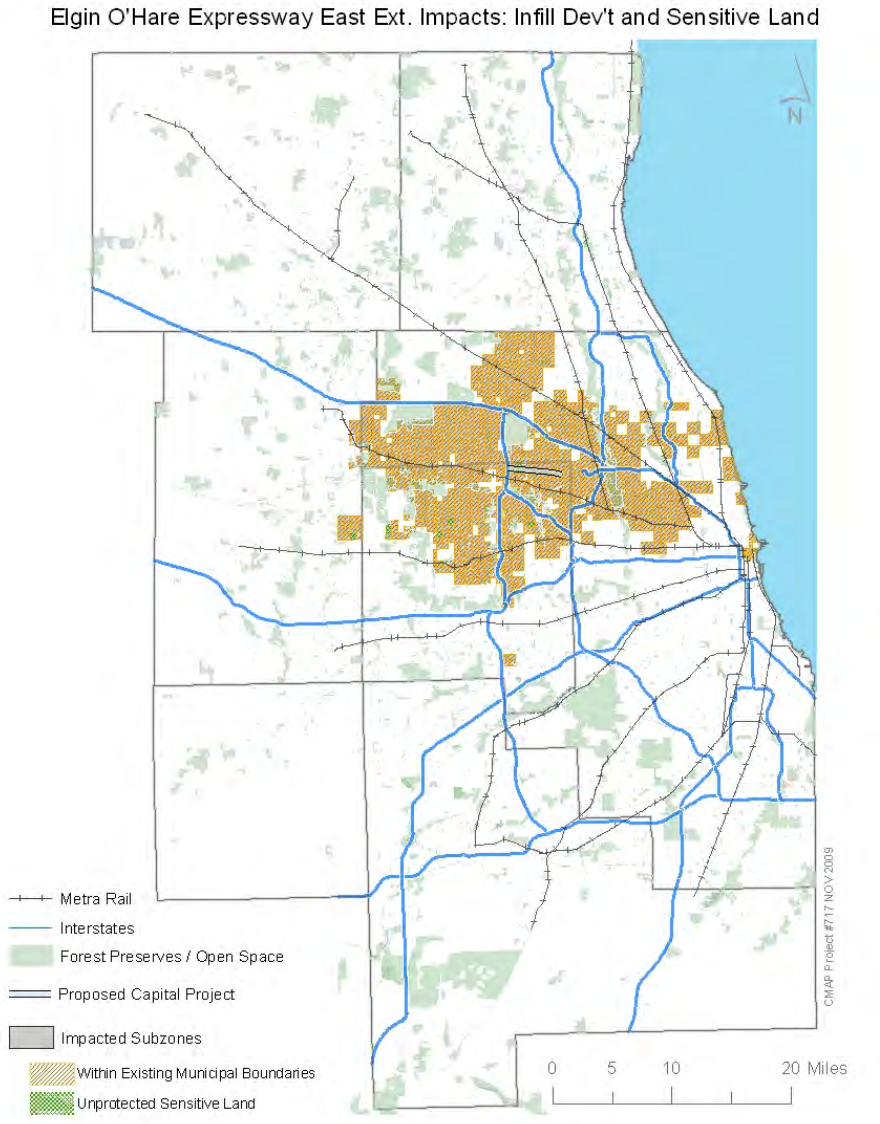
At this time, it is unclear if a separate alternatives analysis and DEIS process will be initiated specifically for this add-lanes segment. IDOT has indicated this is a high priority project, with a scheduled year 2020 completion.

Elgin O’Hare East Extension

Project Description

The Elgin-O’Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O’Hare International Airport at the proposed western terminal. The initial proposal is to provide a new multimodal highway segment to complete the eastern segment of the existing Elgin-O’Hare Expressway.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

On the eastern end of the existing Elgin-O'Hare facility, an expressway segment consisting of 3 lanes in each direction is proposed to complete the facility's connection to O'Hare. This will extend east for 4.7 miles from I-290 along the present Thorndale Avenue; Thorndale Avenue will be replaced by the new facility. Interchange access is being examined at Rohlwing Road, I-290/IL 53, Arlington Heights Road, Prospect Avenue, Wood Dale Road, IL 83, and York Road. The median is being reserved for some form of transit service.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	628
	Total income in region	$412,724,000,000	$29,577,000
	Gross Regional Product	$626,828,000,000	$43,384,000
Congestion	Average Speed	0	54
	Hours of congestion systemwide	3,536,881	1,603
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.06
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	1,822
	Total trips, transit	3,306,482	-1,835
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,798
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.002
	Daily emissions of NOX, tons	50.937	0.022
	Annual emissions of direct PM, tons	1,020.4	0.5
	Annual emissions of NOX, tons	20,187	12
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	18,822
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	11
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,380
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	7,200
	Peak Period One-Way Capacity	0	12,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The exact total project cost is still to be determined; the highest cost alternative is estimated at $1.4 billion based on miles assigned. (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). Construction cost, in 2009 dollars, is estimated at $830 million (IDOT District 1, October 2009 - Neither engineering nor ROW acquisition included).

Connectivity: This project connects the Elgin-O'Hare Expressway to its logical endpoint at O'Hare. Transit service is proposed to be placed in the median of the east extension, ostensibly as part of an O'Hare to Schaumburg transit service (a branch of the STAR

Line may also be placed in this corridor). Station locations might include Arlington Heights Road, Wood Dale Road, IL 83 and York Road. The DuPage J Line BRT service may utilize the East Extension, featuring a stop at IL 83 and terminating at the West O'Hare bypass.

Safety and Security: The proposed improvement addresses safety by providing an expressway grade alternative for both passenger vehicles and trucks traveling to, from and within the industrial and commercial areas near O'Hare airport. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on I-90, I-290, or any of several heavily traveled east-west thoroughfares in Northern DuPage County.

Bicycle and pedestrian accommodation: The development of a parallel east-west bicycle and pedestrian trail and its integration with existing and proposed local bicycle and pedestrian networks is also part of the proposal.

Consistency with subregional plans: The Elgin O'Hare East extension has been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA). Land use and economic development planning have also accompanied IDOT's planning of the facility.

Project Status

For planning and implementation, the Elgin-O'Hare East Extension is considered by IDOT as a joint project with the proposed West O'Hare Bypass. For the joint project, Tier One Alternatives Analysis has been completed, with a Draft Environmental Impact Statement published in September 2009. Public involvement activities remain underway in advance of project engineering. See www.elginohare-westbypass.org for more information on these ongoing activities.

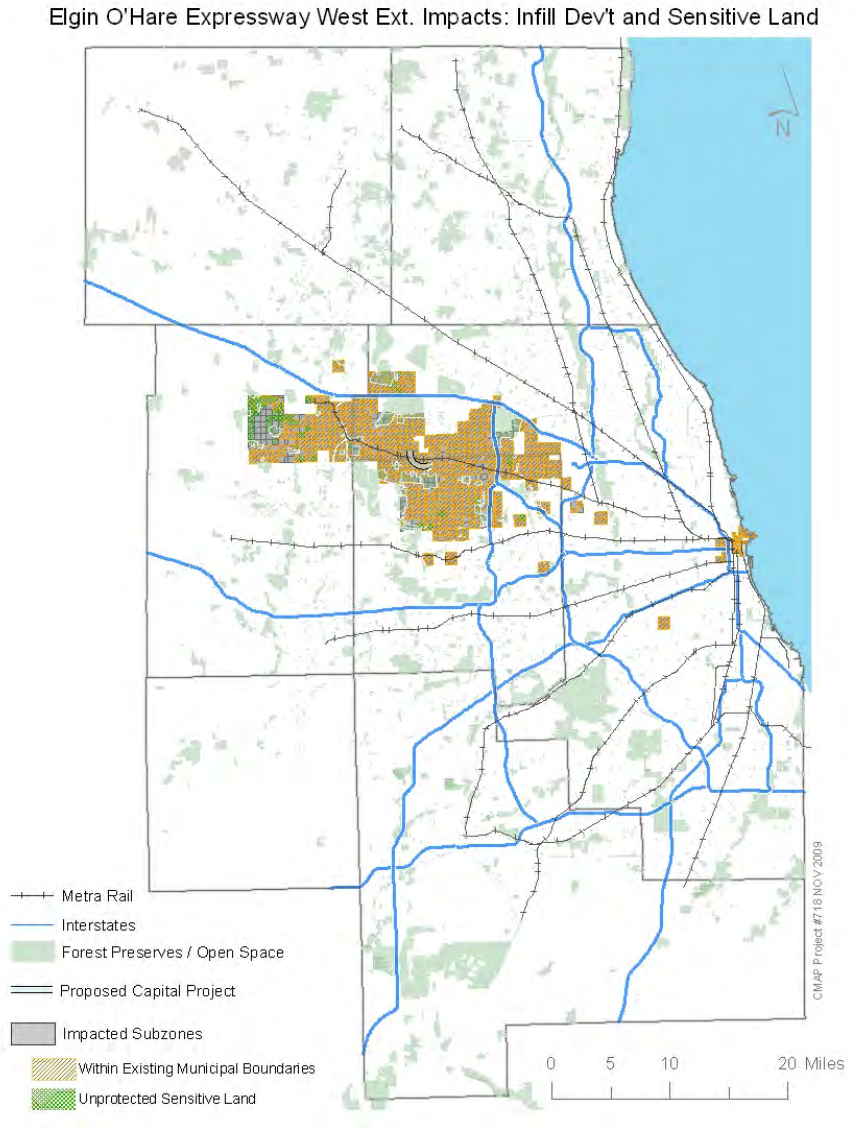
This project is scheduled to be completed subsequent to completion of the West O'Hare Bypass by year 2020.

Elgin O'Hare West Extension

Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. This proposal is to extend the existing Elgin O'Hare Expressway: first as a controlled access expressway from its current western terminus at Gary Avenue to a location along US 20 near East Bartlett Road, then as an upgraded arterial facility along the existing US 20 west to Shales Parkway.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposal is comprised of several distinct phases of implementation. On the western end of the existing Elgin-O'Hare facility, a short "near west" expressway segment is proposed to bypass an existing neighborhood and complete the facility's connection to US20. The near west segment has a conceptual alignment originating from the current junction with US 20 southwesterly to a point near County Farm Road just south of Ontarioville Road, then curve northwesterly along Bartlett's eastern border, crossing Devon Avenue just east of Newport Boulevard, and continuing northwest until reaching the existing US 20 at North Avenue Intersection (total length is 1.7 miles). An interchange is planned at County Farm Road. The remaining western sections (between Shales Parkway and East Bartlett Road) are proposed as improving US20 to an upgraded arterial facility with a total length of 3.6 miles. This portion of the expressway could function as a regional boulevard. A transit mode is also being considered for this corridor.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	628
	Total income in region	$412,724,000,000	$29,577,000
	Gross Regional Product	$626,828,000,000	$43,384,000
Congestion	Average Speed	0	52
	Hours of congestion systemwide	3,536,881	-2,635
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.05
	Average travel time in minutes, transit	58.36	-0.22
Mode share	Total trips, auto	29,222,026	2,341
	Total trips, transit	3,306,482	-2,730
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,613
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.005
	Daily emissions of NOX, tons	50.937	-0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,314
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	52
	…as % of total impacted subzones	n/a	6%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	694
	…as % of total impacted subzones	n/a	83%
Peak period utilization	One-Way Traffic Volumes	0	5,100
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars for the West extension is $180 million; the Far West extension $210 million (Neither engineering nor ROW acquisition included).

Connectivity: Project passes through Bartlett near its Metra Milwaukee District West commuter rail station.

Safety and Security: The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway. The improved corridor also provides an additional alternate east-west corridor in the event of incidents on several heavily traveled east-west thoroughfares in Northern DuPage County and far northwestern Cook county.

Consistency with subregional plans: Not identified.

Bicycle and pedestrian accommodations: the enhancement of existing bicycle and pedestrian trails is also part of the proposal.

Project Status

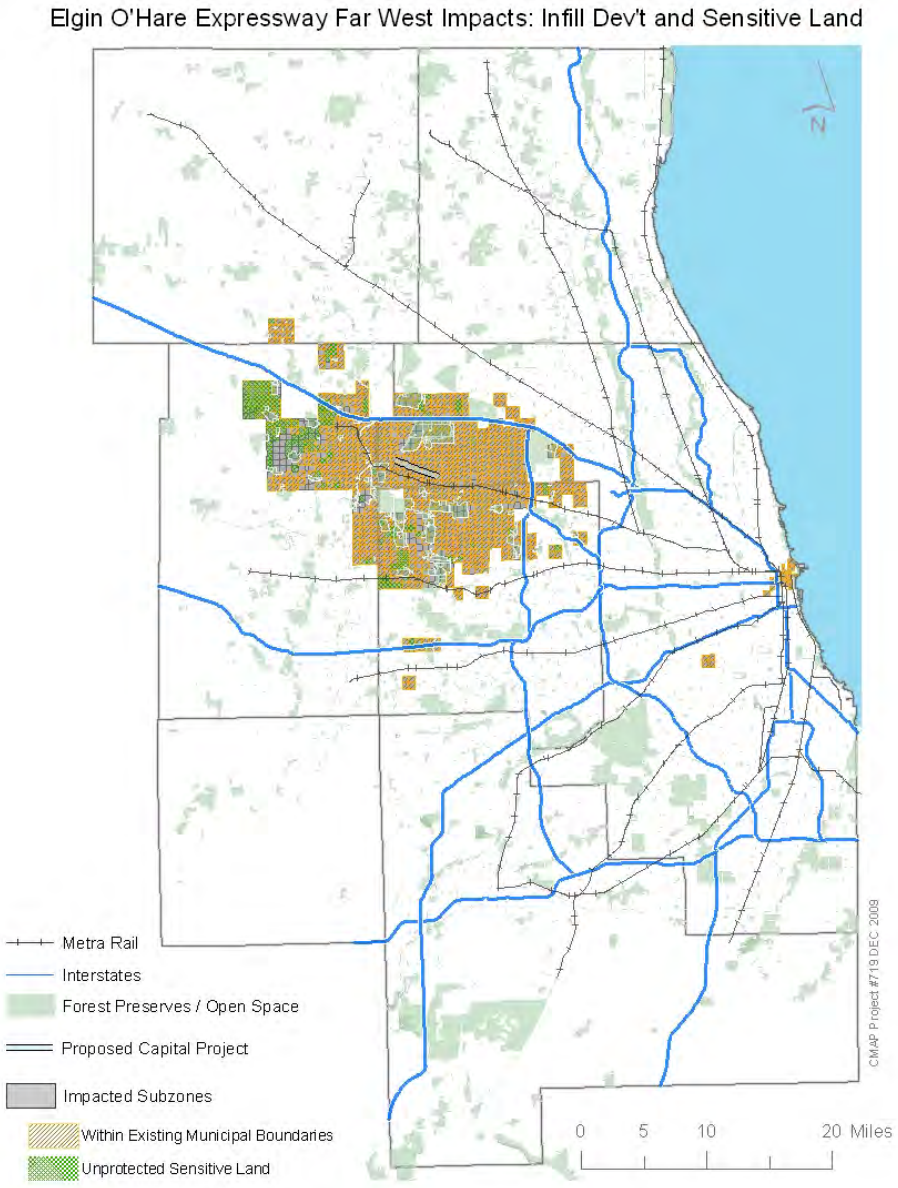
No planning studies or other activities have been initiated. This project is scheduled to be completed by year 2030.

Elgin-O'Hare Expressway Far West Extension

Project Description

The Elgin-O'Hare Expressway is proposed to link the western suburbs in Cook and DuPage Counties with Chicago O'Hare International Airport at the proposed western terminal. This proposal, the Far West extension, calls for Lake Street from Shales Road east to East Bartlett Road (the entry to the limited access Elgin O'Hare Expressway) to become an upgraded arterial facility.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

This portion of the expressway is viewed as functioning as a regional boulevard with highly limited access points for intersecting traffic (Palatine Road in northwest Cook County may be a comparable thoroughfare). A transit mode is also being considered for this corridor.

The proposed improvement addresses safety by providing a more gradual transition for traffic traveling to and from the eastern portions of the Elgin O'Hare Expressway.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	657
	Total income in region	$412,724,000,000	$31,816,000
	Gross Regional Product	$626,828,000,000	$47,328,000
Congestion	Average Speed	10	4
	Hours of congestion systemwide	3,536,881	190
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	2,891
	Total trips, transit	3,306,482	-2,188
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,225
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.005
	Daily emissions of NOX, tons	50.937	-0.006
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-4,221
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	135
	…as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	953
	…as % of total impacted subzones	n/a	82%
Peak period utilization	One-Way Traffic Volumes	3,600	1,500
	Peak Period One-Way Capacity	3,300	1,700
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars for the Far West extension is estimated at $210,000,000 (Neither engineering nor ROW acquisition included).

Connectivity: Proposal provides enhanced access to Metra Milwaukee District West services in Bartlett and also may facilitate east-west BRT or bus improvements.

Safety and Security: the improved corridor also provides an additional alternate east-west corridor in the event of incidents on several heavily traveled east-west thoroughfares in northern DuPage County and far northwest Cook County.

Bicycle and pedestrian accommodation: The enhancement of existing bicycle and pedestrian trails is also part of the proposal.

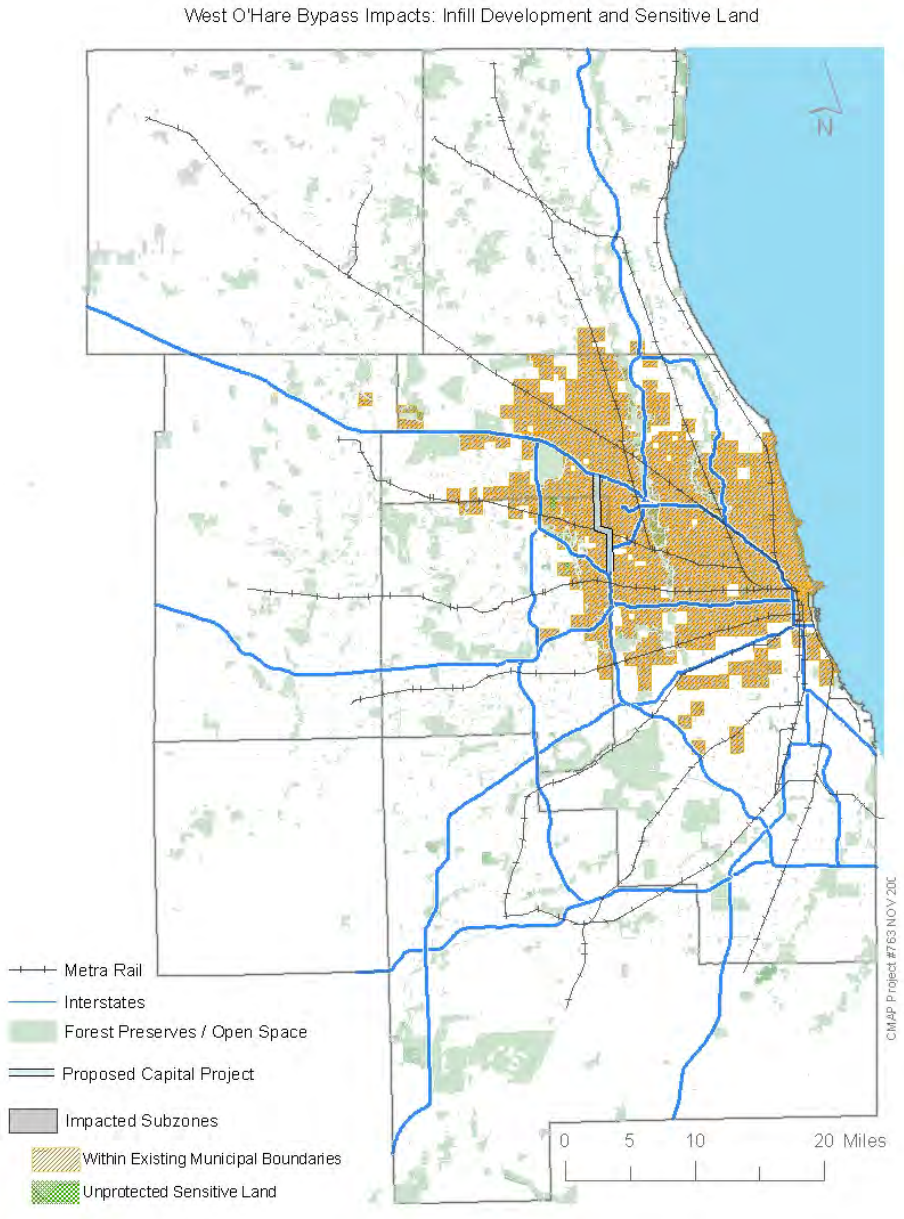
Project Status

This project is considered contingent on completion of Elgin O'Hare Expressway projects further east. No planning or engineering activities have been scheduled thus far. This project is scheduled to be completed by year 2030.

West O’Hare Bypass

Project Description

Being sought in conjunction with improvements to the Elgin O’Hare Expressway is improved access to O’Hare Airport from DuPage County and farther out western suburbs. The initial proposal is to provide a western bypass of O’Hare Airport with access to the western terminal.



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposal is comprised of several distinct phases of implementation. The West O'Hare Bypass proposal consists of two sections. On the south, a new spur freeway is proposed to connect from the Tri-State to the extended Elgin-O'Hare expressway and the planned O'Hare western terminal. The West O'Hare Bypass is anticipated to be east of York Road as it passes airport property. On the north, a new connection will link the proposed western terminal with the Jane Addams Tollway (I-90). The combined 6.5 mile long expressway will consist of 3 lanes in each direction (6 total). Interchanges along the West O'Hare Bypass are being examined at IL 72, Devon Avenue, the proposed western terminal, IL 19, and Green Street. These locations are subject to further study and approval by the FHWA. Multimodal (e.g. transit) accommodations are being proposed for the north leg. The West O'Hare Bypass will be operated as a toll expressway; ISTHA has incorporated this corridor as part of their future strategic plans.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,684
	Total income in region	$412,724,000,000	$84,649,000
	Gross Regional Product	$626,828,000,000	$123,959,000
Congestion	Average Speed	0	40
	Hours of congestion systemwide	3,536,881	-20,618
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.12
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	5,300
	Total trips, transit	3,306,482	-4,266
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,164
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.001
	Daily emissions of NOX, tons	50.937	0.039
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	19
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	36,726
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,632
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	0	5,600
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: The exact total project cost is still to be determined; the highest cost alternative is estimated at $1.6 billion (Elgin O'Hare Eastern Extension DEIS, IDOT, September 2009). Approximate construction cost in 2009 dollars is $1.5 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: The project connects two major expressways, I-294 and I-90. Transit service to and from the western O'Hare terminal is proposed to be placed in the median of the West O'Hare Bypass, ostensibly as part of a STAR Line alternate alignment or branch. The West Bypass will also provide connections at the West O'Hare Terminal to proposed new transit services such as the O'Hare to Schaumburg Transit Service and the DuPage J Line BRT.

Safety and Security: The proposed improvement addresses safety by providing an expressway-grade alternative for north-south traffic traveling to, through, and from the industrial and commercial areas west of O'Hare Airport. The improved corridor also provides an additional alternate north-south corridor in the event of incidents on I-294, Mannheim Road or IL 83.

Bicycle and pedestrian accommodation: The development of a parallel north-south bicycle and pedestrian trail and its integration with existing and proposed local bicycle and pedestrian networks is also part of the proposal.

Consistency with subregional plans: The Elgin O'Hare East extension has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

For planning and implementation, the West O'Hare Bypass is considered by IDOT as a joint project with the proposed Elgin O'Hare East Extension. For the joint project, Tier One Alternatives Analysis has been completed, with a Draft Environmental Impact Statement published in September 2009. Two preferred alternative alignments –only slightly differing in connection with I-294 south of the west O'Hare terminal – have been identified for further study. Public involvement activities remain underway in advance of project engineering. For more information on these ongoing project activities, go to www.elginohare-westbypass.org

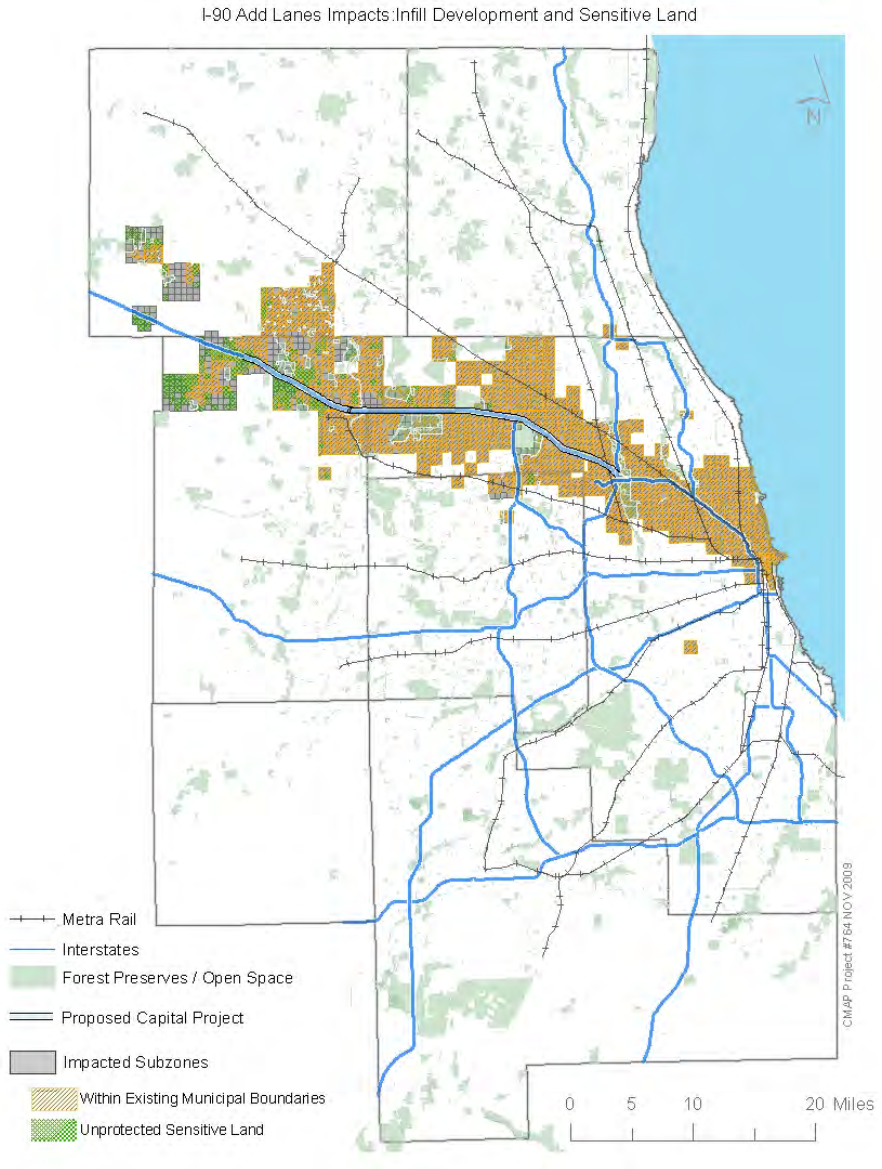
This project is scheduled to be completed ahead of the Elgin O'Hare East Extension by year 2020.

I-90 (Jane Addams Memorial Tollway) Improvements

Project Description:

I-90 (Jane Addams Memorial Tollway) serves northwest Cook, Kane and McHenry Counties, linking the region with the upper Midwest. The proposal is to provide an additional lane in each direction on the Jane Addams Memorial Tollway from I-294 to the Elgin Toll Plaza west to I-39 near Rockford.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes:

Lanes will be added from I-294 to I-39 – a 61 mile segment Access to the facility will be improved by: reconstructing the interchange at I-290/IL 53; expanding the interchanges at IL 47, Barrington Road, Elmhurst Road, and IL 72/Lee Street; and providing new interchanges at Irene Road, IL 23 and Meacham Road. Reconstruction of the Jane Addams along this corridor is also proposed as a concurrent work activity.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,183
	Total income in region	$412,724,000,000	$148,070,000
	Gross Regional Product	$626,828,000,000	$215,299,000
Congestion	Average Speed	12	8
	Hours of congestion systemwide	3,536,881	-87,652
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.25
	Average travel time in minutes, transit	58.36	-0.35
Mode share	Total trips, auto	29,222,026	6,461
	Total trips, transit	3,306,482	-6,787
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	7,155
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.087
	Daily emissions of NOX, tons	50.937	0.178
	Annual emissions of direct PM, tons	1,020.4	3.0
	Annual emissions of NOX, tons	20,187	86
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	113,046
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	187
	…as % of total impacted subzones	n/a	10%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,521
	…as % of total impacted subzones	n/a	81%
Peak period utilization	One-Way Traffic Volumes	12,500	2,600
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	6.9

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Cost: Estimated project capital cost is $1.8 billion (2009 $).

Connectivity: This project will facilitate access to: 1. several proposed STAR line stations from Hoffman Estates through DesPlaines; 2. the terminus of a proposed O'Hare to Schaumburg transit service; and 3. a proposed extension of the Milwaukee District West commuter rail service terminating in Huntley.

Safety and Security: The proposal enhances safety by providing additional capacity thereby reducing the potential for vehicle-vehicle or vehicle – truck conflicts. The proposal will enhance security by adding capacity to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: Safe walking and bicycling access across I-90 from adjoining neighborhoods to several open space areas and proposed transit services (e.g. STAR Line, O'Hare to Schaumburg, Metra Huntley Station) should be provided.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan. The Village of Hoffman Estates 2007 Comprehensive Plan recommends continuing work with ISTHA toward implementing the additional lanes. Interchange access improvements are recommended in the Infrastructure section of the McHenry County 2030 Comprehensive Plan.

Project Status:

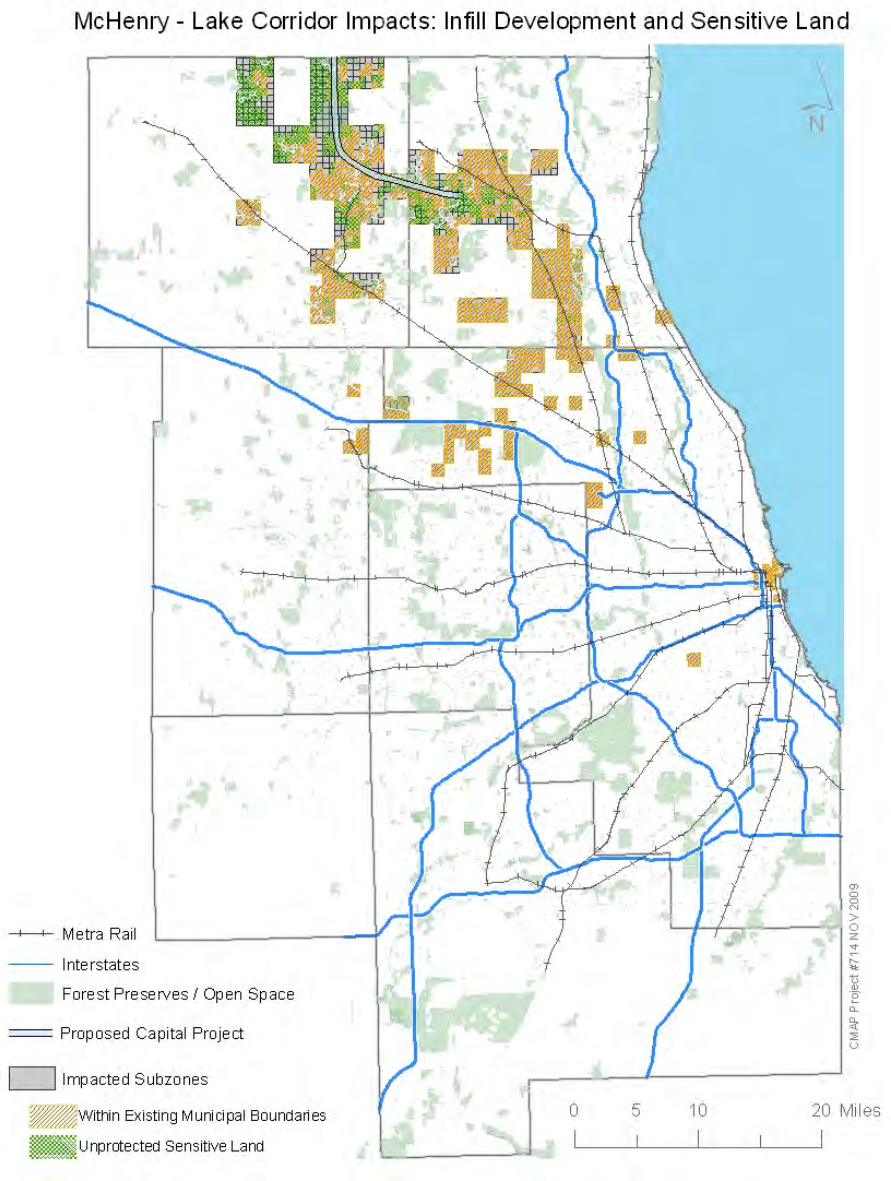
The project is listed in the Illinois Tollway's Congestion Reduction Program (http://www.illinoistollway.com/pls/portal/url/PAGE/Tollway/TrafficConst/TrafficConst_CRP/). This project has a year 2020 completion time frame. Thus far neither planning nor preliminary engineering have commenced.

McHenry-Lake Corridor

Project Description

The initial proposal is to provide a fully access-controlled highway from the terminus of the US12 freeway at the Wisconsin border to the IL120 north extension near Wilson/Fairfield Road.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

This proposal will provide 18.8 miles of a 4-lane limited access expressway originating just west of Wilson Road and IL 120 (the western terminus of a proposed E-W Central Lake Corridor) in Round Lake northwest to US 12 in Wisconsin north of Richmond, IL.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	507
	Total income in region	$412,724,000,000	$21,285,000
	Gross Regional Product	$626,828,000,000	$31,446,000
Congestion	Average Speed	0	51
	Hours of congestion systemwide	3,536,881	5,285
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.02
	Average travel time in minutes, transit	58.36	0.05
Mode share	Total trips, auto	29,222,026	2,527
	Total trips, transit	3,306,482	-809
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	346
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	0.044
	Daily emissions of NOX, tons	50.937	0.061
	Annual emissions of direct PM, tons	1,020.4	0.9
	Annual emissions of NOX, tons	20,187	27
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	29,537
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	260
	…as % of total impacted subzones	n/a	22%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	803
	…as % of total impacted subzones	n/a	68%
Peak period utilization	One-Way Traffic Volumes	0	3,800
	Peak Period One-Way Capacity	0	8,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Construction cost in 2009 dollars is estimated at $1 billion (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: Project if completed will provide enhanced access to Union Pacific Northwest commuter rail service in Johnsburg and McHenry, and existing improved Milwaukee District North service in Round Lake.

Safety and Security: This proposal enhances safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas.

Bicycle and pedestrian accommodation: Consideration of non-motorized travel along and across the entire proposed facility is recommended.

Consistency with subregional plans: Not identified.

Project Status:

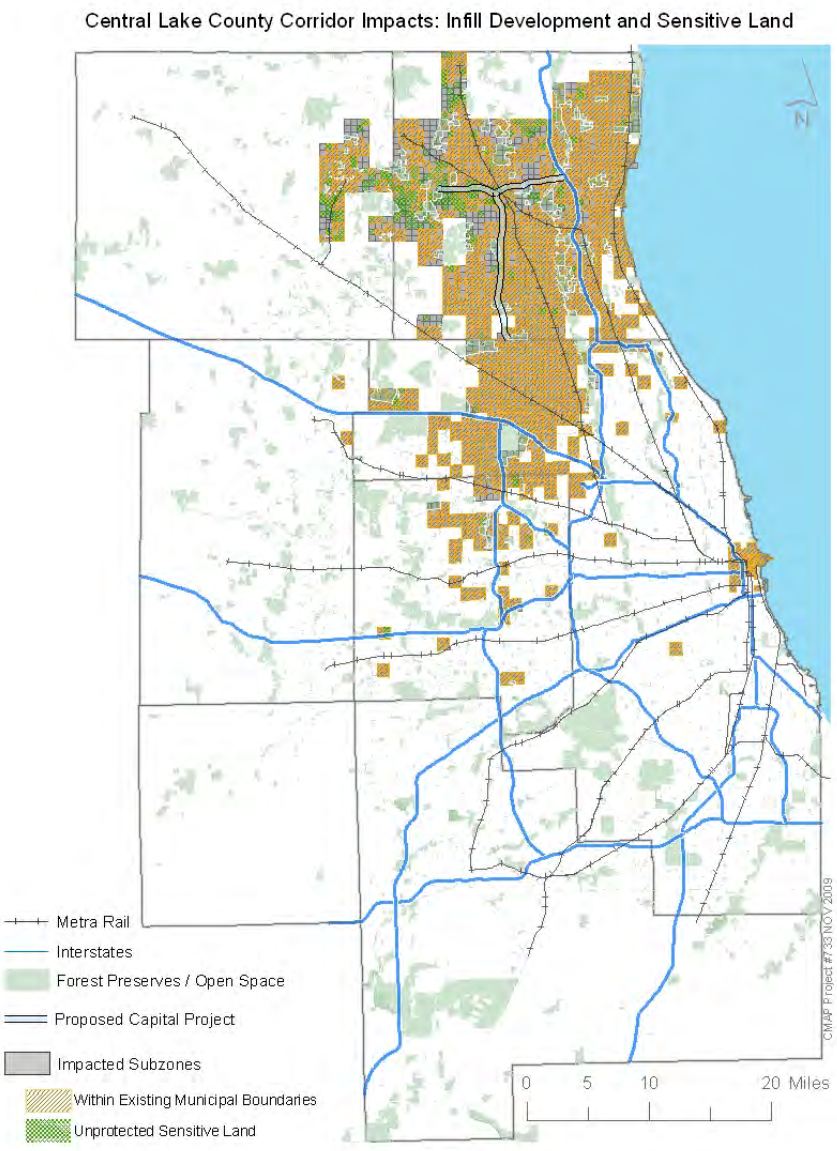
Both the Illinois Tollway and IDOT have this project listed in their respective long range plans. At this juncture no plans or engineering is scheduled to begin, nor has there been any funding sources identified. This project has a year 2040 completion time frame.

Central Lake County Corridor

Project Description:

The initial proposal is to extend IL53 from its current terminus at Lake-Cook Road to central Lake County. The proposal includes a dual terminus with I-94 to the east and IL120 at Wilson Road to the west. The proposal is intended to provide improved accessibility for Central Lake County. The current terminus of Route 53 at Lake Cook Road diverts travelers from and through Lake County onto local roadways.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Description

In addition to new expressway level corridors for both north-south (12 miles) and east-west (11 miles) travel, The proposal includes additional lanes at connections to I-94 and IL120. Preliminary studies for the implementation of an IL 120 bypass is being pursued independently of the proposed IL 53 extension by state and county transportation agencies. Interchanges along the north-south IL 53 extension at Lake Cook Road, IL 22, Midlothian Road, and Peterson Road have been proposed. As for the east-west alignment, it is recommended to have 4 lanes, with prospective interchange locations include Fairfield Road, Cedar Lake Road, Hainesville Road, Allegany Road, IL 83, and US 45.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	9,838
	Total income in region	$412,724,000,000	$513,650,000
	Gross Regional Product	$626,828,000,000	$755,218,000
Congestion	Average Speed	0	25
	Hours of congestion systemwide	3,536,881	-152,922
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.40
	Average travel time in minutes, transit	58.36	-0.72
Mode share	Total trips, auto	29,222,026	14,428
	Total trips, transit	3,306,482	-13,630
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	8,783
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.331
	Daily emissions of NOX, tons	50.937	-0.007
	Annual emissions of direct PM, tons	1,020.4	2.7
	Annual emissions of NOX, tons	20,187	17
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	90,192
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	211
	…as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,907
	…as % of total impacted subzones	n/a	79%
Peak period utilization	One-Way Traffic Volumes	0	9,200
	Peak Period One-Way Capacity	0	12,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Construction cost in 2009 dollars is estimated at $1 billion for the east-west section and $1 billion for the north-south section (IDOT District 1, October, 2009 - Neither engineering nor ROW acquisition included).

Connectivity: The project connects IL 53 and IL 120, with access to I-94. The proposed north-south and east-west corridors provide expedited access to several Milwaukee District North and North Central Service commuter rail stations.

Safety and Security: The completion of the respective Central Lake corridors will provide alternative routes for evacuation and first response actions. Both the north-south and east-west alignments in this proposal enhance safety by providing an expressway grade travel corridor to which existing traffic will likely divert to, away from the more concentrated residential and commercial areas.

Bicycle and pedestrian accommodation: Consideration of non-motorized travel along and across the entire proposed facility is recommended.

Consistency with subregional plans: Both the Village of Barrington and Village of Buffalo Grove encourage the completion of the IL 53 (north-south) extension within their respective comprehensive plans. The Village of Grayslake supports the addition of "east-west" capacity that could be part of a Central Lake Corridor within their 2005 Comprehensive Plan.

Project Status:

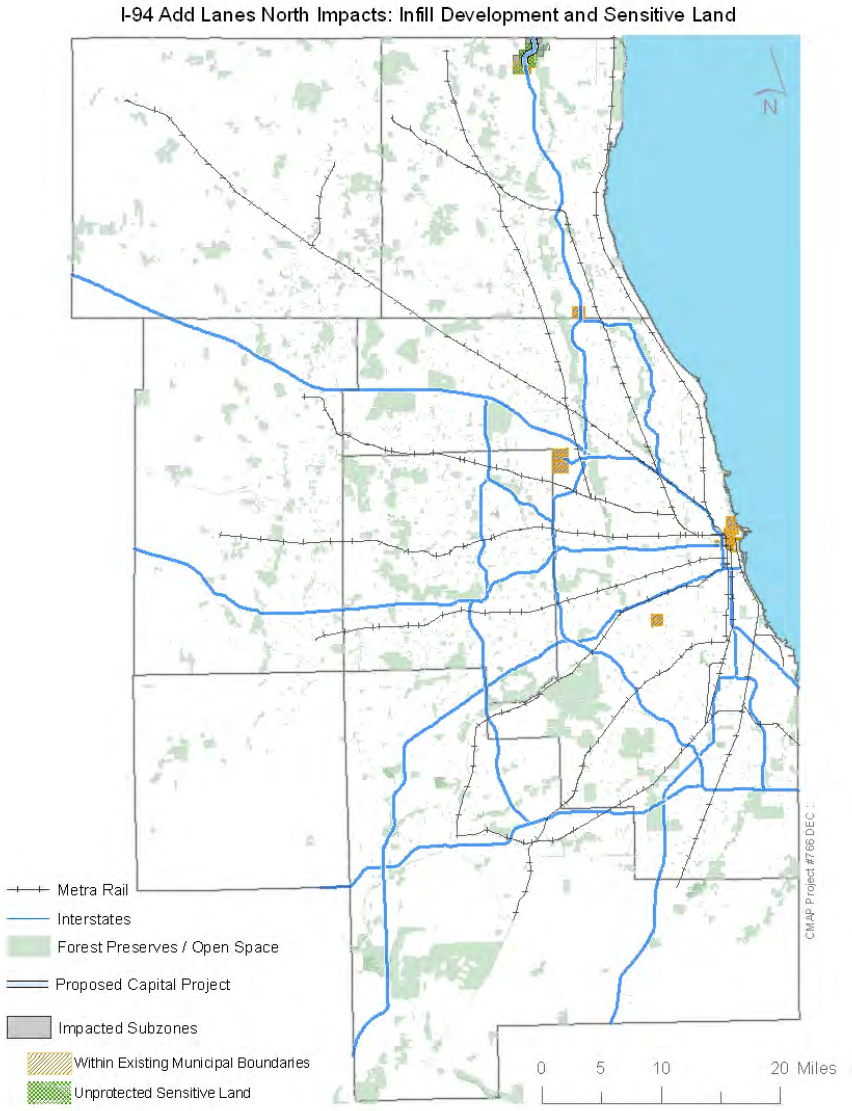
The dual east-west terminus of the Central Lake Corridor parallel to IL 120 is viewed as a year 2020 completion project. A feasibility study and identification of a preferred alternative alignment has been conducted by Lake County Division of Transportation. County officials have discussed toll financing as a means of funding. The north-south extension of IL 53 is regarded as a year 2030 project.

I-294 (Tri-State Tollway) North Add Lanes

Project Description

The Tri-State Tollway was originally intended to provide a bypass of congested city highways for external trips traveling through the region. Today, the Tri-State also links suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. An additional lane is proposed for I-94 in far northern Lake County from IL 173 to the Wisconsin Border.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The initial proposal is to provide additional lanes (1 lane each direction) on 2.8 miles of I-94 north from IL 173/Russell Rd to the Wisconsin state line. The project will provide capacity continuity between: 1. the recently completed add-lanes project on the Tri-State Tollway's north section from Balmoral Avenue north to IL 173; and 2. a proposed add-lanes project for I-94 in Wisconsin from the IL border to I-894/Mitchell Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	935
	Total income in region	$412,724,000,000	$45,009,000
	Gross Regional Product	$626,828,000,000	$66,826,000
Congestion	Average Speed	20	24
	Hours of congestion systemwide	3,536,881	-14,801
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.09
Mode share	Total trips, auto	29,222,026	655
	Total trips, transit	3,306,482	-612
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	11
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.012
	Daily emissions of NOX, tons	50.937	-0.011
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-10,976
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	10
	…as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	70
	…as % of total impacted subzones	n/a	84%
Peak period utilization	One-Way Traffic Volumes	8,000	800
	Peak Period One-Way Capacity	12,000	4,000
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project cost is $57 million (2009 $).

Connectivity: project may provide enhanced access to a proposed extension of the Metra Milwaukee District North commuter rail service to Wadsworth, IL.

Safety and Security: This proposal enhances the corridor's ability to facilitate travel for evacuation and response to incidents.

Bicycle and pedestrian accommodations: Not identified.

Consistency with subregional plans: Not identified.

Project Status:

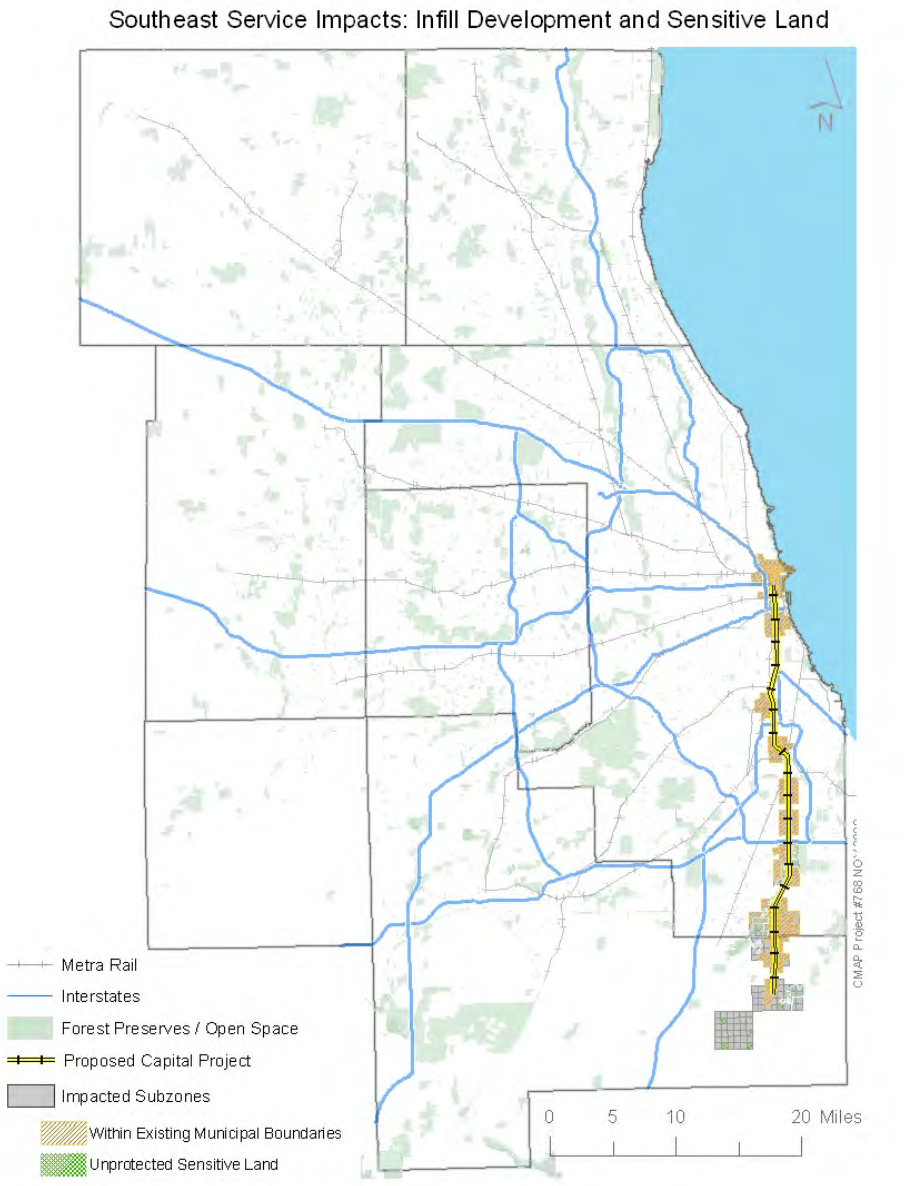
Thus far no planning studies nor preliminary engineering has been undertaken. This project has a year 2015 completion time frame.

Southeast Service

Project description

The proposal is to introduce a new commuter rail line serving Chicago, southern Cook and northeastern Will County. The project is a new commuter rail line between the Chicago CBD and southern Cook/northeastern Will County suburbs.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

The proposed route runs north from Crete using primarily UP/CSX right-of-way, joining the Metra Rock Island District at Gresham to LaSalle Street Station. The project is 33 miles long, serves nearly 20 communities in southern Cook and eastern Will Counties, and includes approximately 10 new stations.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	642
	Total income in region	$412,724,000,000	$28,110,000
	Gross Regional Product	$626,828,000,000	$41,572,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-6,333
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	-3,162
	Total trips, transit	3,306,482	7,923
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-423
	Average number of jobs accessible within 75 minutes by transit	1,268,062	16,894
Air quality	Daily emissions of VOC, tons	63.554	0.006
	Daily emissions of NOX, tons	50.937	-0.010
	Annual emissions of direct PM, tons	1,020.4	0.2
	Annual emissions of NOX, tons	20,187	-3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	9,111
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	5
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	255
	…as % of total impacted subzones	n/a	71%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at $524 million (in 2009$). Annual operating costs have not yet been estimated.

Connectivity: The project improves connectivity to a number of Pace routes operating in southern Cook County, as well as the proposed South Suburban Airport and the future southern leg of the STAR Line.

Safety and security: The proposed new service will enhance safety by reducing vehicle demand along nearby north-south expressways, while providing a route for evacuation and travel following an incident.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: Specific land use plans for transit-oriented development projects supporting Southeast Service have been conducted by most of the communities along the proposed rail line. Also, the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

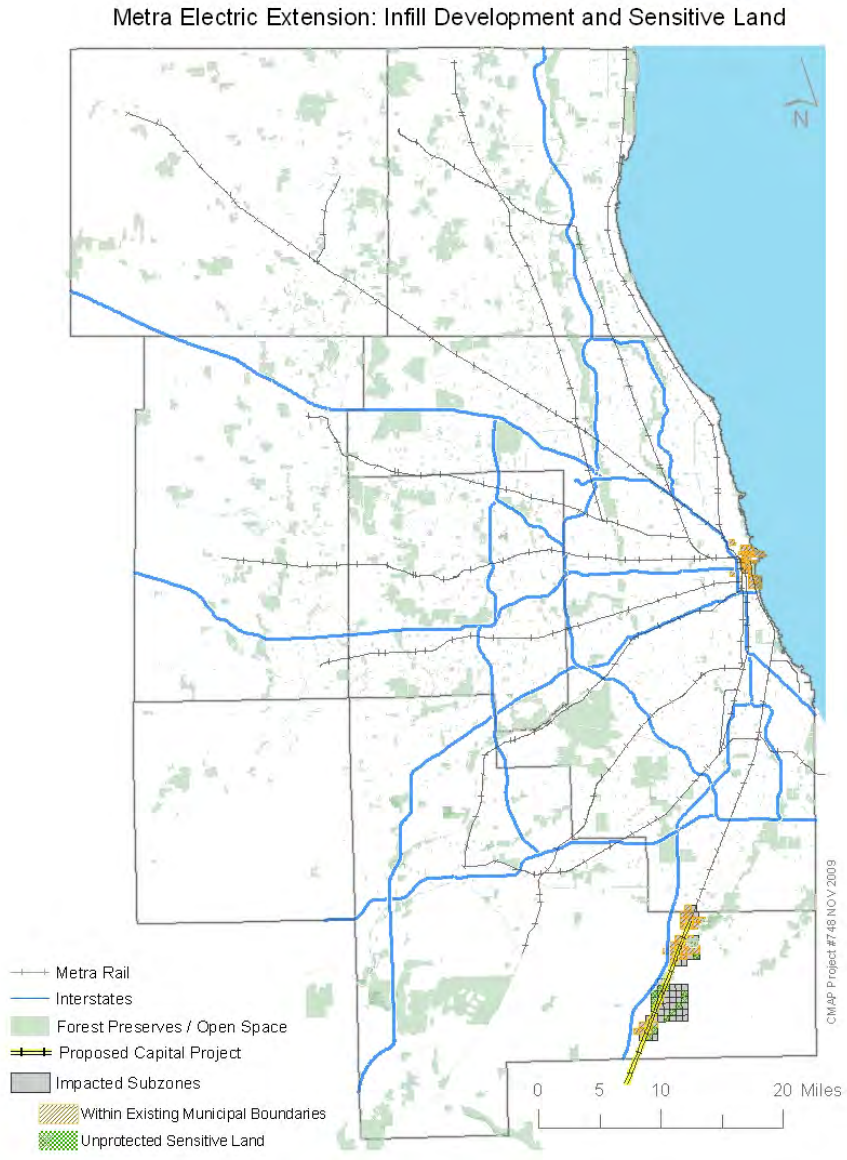
The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/ses.php.

Metra Electric District Extension and Upgrades

Project description

The Metra Electric District (MED) serves southern Chicago and the south suburbs. The initial proposal is to upgrade infrastructure and service levels. An 8-mile extension of the Metra Electric District line between University Park and the proposed South Suburban Airport is also recommended.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

This proposal includes relocation of the present facilities at 18th Street and Weldon Yard the currently service Metra Electric trains during the daytime layover. The present facility has long been overcrowded and outmoded, so an entirely new facility suitable for both present needs and potential expansion will be required. The proposal also includes consideration of alternative service levels. Improved local community access, increased frequencies and off-peak service, as well as service and fare coordination with other transit services are expected to increase demand and better serve local needs. The proposed extension to the South Suburban Airport is expected to provide transit access to jobs at and near the airport, plus express passenger transport to and from downtown Chicago and intermediate locations.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	337
	Total income in region	$412,724,000,000	$18,555,000
	Gross Regional Product	$626,828,000,000	$27,428,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	9,022
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.59
Mode share	Total trips, auto	29,222,026	-3,078
	Total trips, transit	3,306,482	2,041
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,526
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,396
Air quality	Daily emissions of VOC, tons	63.554	0.017
	Daily emissions of NOX, tons	50.937	-0.012
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	-5
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-8,004
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	18
	…as % of total impacted subzones	n/a	13%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	83
	…as % of total impacted subzones	n/a	58%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined

Connectivity: The project provides enhanced connectivity to existing CTA bus and rapid transit services, proposed South Lakefront transit service, and multiple commuter rail services via the proposed Central Area Transitway.

Safety and security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-57 and IL 394) in the event of a long duration major incident.

Bicycle and pedestrian accommodation: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trail systems.

Consistency with subregional plans: The project from University Park to the proposed South Suburban Airport is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a year 2030 completion time frame.

Heritage Corridor Upgrades

Project Description

The Heritage Corridor is a 38-mile commuter rail line serving communities in southwest Cook and northwest Will Counties. The Heritage Corridor project will provide full-service commuter rail operations on the Heritage corridor to serve Chicago, Summit, Justice, Willow Springs, Lemont, Lockport, Romeoville, and Joliet.

Project Map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The line, which also serves interregional passenger rail and a busy freight service, currently has limited service. The proposal is to upgrade infrastructure and service levels and to add stations. Expanded service will include improved peak and off-peak service frequencies as well as weekend service. The improvements are also expected to reduce passenger delays by resolving freight conflicts and expanding service to additional stations. Several improvements recommended by the CREATE Plan have been completed or will be completed in the near term.

PLEASE NOTE THAT THIS PROJECT EXHIBITS A NUMBER OF UNANTICIPATED RESULTS AND WILL BE RE-EVALUATED.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-2,139
	Total income in region	$412,724,000,000	($79,281,000)
	Gross Regional Product	$626,828,000,000	($116,142,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	69,476
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.39
	Average travel time in minutes, transit	58.36	-0.95
Mode share	Total trips, auto	29,222,026	-2,775
	Total trips, transit	3,306,482	4,181
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-4,592
	Average number of jobs accessible within 75 minutes by transit	1,268,062	28,864
Air quality	Daily emissions of VOC, tons	63.554	0.327
	Daily emissions of NOX, tons	50.937	0.149
	Annual emissions of direct PM, tons	1,020.4	2.8
	Annual emissions of NOX, tons	20,187	60
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	129,180
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	2%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	125
	…as % of total impacted subzones	n/a	74%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined

Connectivity: Proposed improvements enhance existing connectivity potential in Joliet (Metra Rock Island District) and may provide additional connectivity with the STAR Line (Joliet) and Inner Circumferential Rail Service (Summit).

Safety and Security: The proposal enhances security by providing an additional means of travel for a congested corridor (parallel to I-55) in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a year 2030 completion time frame.

Southwest Service Improvements and Extension

Project Description

The proposal is to upgrade infrastructure and service levels and to provide an extension of service within rapidly-growing Will County to Midewin (former Joliet Arsenal site).

Project Map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposal includes constructing a 2-mile segment beginning west of Belt Junction (Belt Railway of Chicago, BRC) near 75th/Loomis, with a combination of bridges and embankment, crossing above Norfolk Southern (NS) tracks south of 74th St, ending near 75th/Normal where the SouthWest Service (SWS) will access the RID tracks. This installation of two rail-to-rail grade separations to carry the SWS above the BRC and NS tracks will provide improved reliability and fewer operating conflicts. Rerouting the SouthWest service into Chicago's LaSalle Street Station will relieve congested operations at Union Station. The 5.8 mile extension of the SouthWest Service to Midewin will provide commuter rail service to the Midewin National Tallgrass Prairie, Lincoln National Cemetery, and the Centerpoint Intermodal Center, as well as provide a terminal closer to rapidly growing Elwood and Wilmington. The extension will use primarily former Joliet Arsenal right-of-way by connecting at Manhattan.

PLEASE NOTE THAT THIS PROJECT EXHIBITS A NUMBER OF UNANTICIPATED RESULTS AND WILL BE RE-EVALUATED.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-2,752
	Total income in region	$412,724,000,000	($106,698,000)
	Gross Regional Product	$626,828,000,000	($158,701,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	29,368
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.38
	Average travel time in minutes, transit	58.36	-0.75
Mode share	Total trips, auto	29,222,026	-11,967
	Total trips, transit	3,306,482	7,927
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-3,829
	Average number of jobs accessible within 75 minutes by transit	1,268,062	21,640
Air quality	Daily emissions of VOC, tons	63.554	0.425
	Daily emissions of NOX, tons	50.937	0.234
	Annual emissions of direct PM, tons	1,020.4	5.1
	Annual emissions of NOX, tons	20,187	97
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	231,440
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	11
	…as % of total impacted subzones	n/a	4%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	239
	…as % of total impacted subzones	n/a	76%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Unspecified

Connectivity: Service level improvements and extension of service will enhance transfer opportunities between the Southwest Service lines and other lines – Rock Island District and Southeast Service - that will share the former Rock Island (east of the Dan Ryan Expressway) tracks, 35th Street and LaSalle Street stations. There will also be enhanced access to CTA services such as the Green Line, Orange Line, Brown Line, and Purple Line (LaSalle Street at Van Buren Street).

Safety and Security: The proposal enhances safety by separating commuter train from freight train movements. The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-55, I-57) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a year 2030 completion time frame.

Rock Island District Improvement and Extension

Project Description

The Rock Island District (RID) Line currently operates between LaSalle Street Station in downtown Chicago and Joliet Union Station. The initial proposal is to upgrade infrastructure and service levels. An extension to Minooka is also proposed.

Project Map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The upgrade proposal includes adding a third track to the nine-mile double-track portion (between Gresham Junction and a point north of 16th Street Junction) of the Rock Island District (RID) Line, north from Gresham, where the Beverly Branch trains connect with the RID Main Line. The additional track will accommodate future expansion of RID service, the proposed South East Service and the eventual connection of the South West Service with LaSalle Street Station. The project will also include related bi-directional signals and centralized traffic control to integrate with existing RID operations, plus several new or rehabbed bridges over city streets. Ancillary benefits include freeing up capacity at Chicago Union Station.

Another significant Rock Island District upgrade proposal includes the 47th Street Yard improvements that will expand and modernize the operations facilities between 47th and 51st Streets that serve as storage and maintenance facilities for all trains using the line. This yard expansion also offers the potential to implement express or limited-stop service.

The proposed extensions include several options to provide passenger rail service west of Joliet. Due to the significant residential growth in Will, Kendall, and Grundy Counties, an extension of the Rock Island District Line from Joliet to Minooka is proposed. The proposed routing would travel west from Joliet along the former Rock Island (now CSX) tracks to near the intersection with the Elgin Joliet and Eastern (EJ&E) tracks in Minooka on the border of Will, Kendall, and Grundy Counties. The initial proposed extension would stretch 10 miles beyond the current terminus. It would bring commuter rail service to the communities of Rockdale, Channahon, and Minooka, as well as southwestern Joliet and other surrounding communities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,127
	Total income in region	$412,724,000,000	$90,878,000
	Gross Regional Product	$626,828,000,000	$135,846,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-19,881
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.13
	Average travel time in minutes, transit	58.36	0.45
Mode share	Total trips, auto	29,222,026	-26,739
	Total trips, transit	3,306,482	6,212
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	622
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,215
Air quality	Daily emissions of VOC, tons	63.554	-0.052
	Daily emissions of NOX, tons	50.937	-0.063
	Annual emissions of direct PM, tons	1,020.4	-1.0

	Annual emissions of NOX, tons	20,187	-25
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-134,002
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	8
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	602
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined

Connectivity: Service level improvements and extension of service will enhance transfer opportunities between the Southwest Service lines and other lines – Rock Island District and Southeast Service - that will share the former Rock Island (east of the Dan Ryan Expressway) tracks, 35th Street and LaSalle Street stations. There will also be enhanced access to CTA services such as the Green Line, Orange Line, Brown Line, and Purple Line (LaSalle Street at Van Buren Street). Line also will have enchanced connectivity with several east-west CTA bus routes serving the far south and southwest side.

Safety and Security: the proposal enhances safety by separating commuter train from freight train movements. The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-57, I-80) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan.

Project Status

This project has not undergone Alternatives Analysis or any Phase I engineering component of the federal planning process. This project has a year 2030 completion time frame.

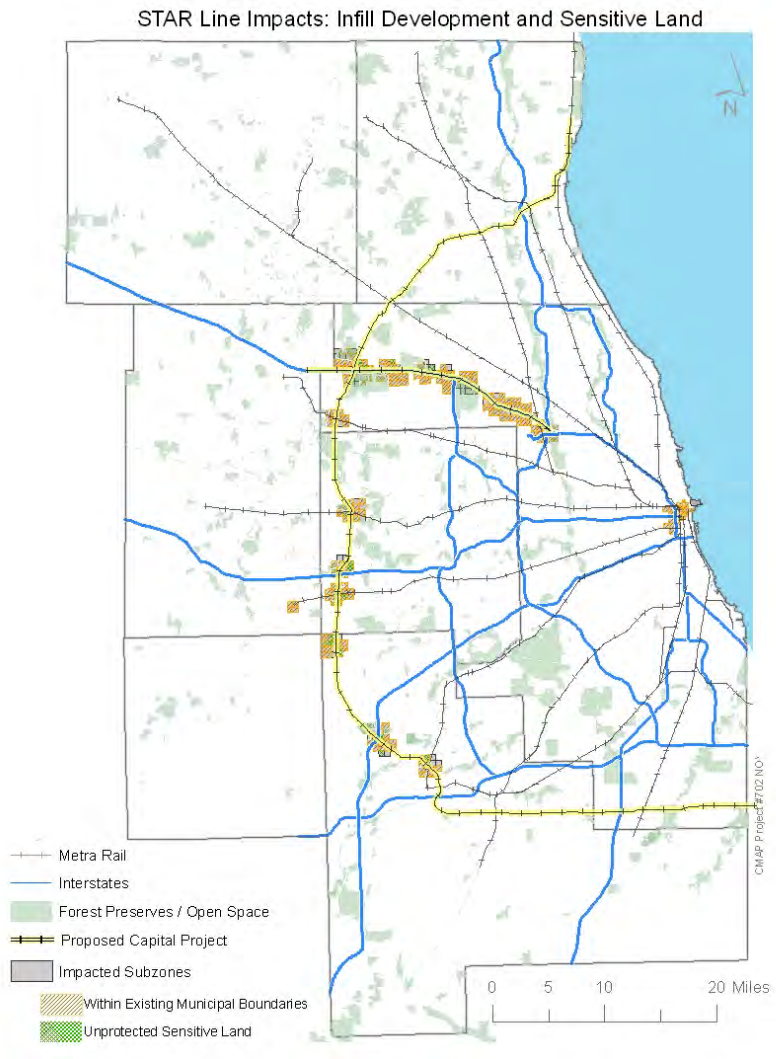
STAR Line

Project Description

The STAR Line, in its entirety, is a vision for non-radial commuter transit choices in the Chicago region. Anchored along existing circumferential rail facilities, the proposal includes strategic connections to major employment centers.

The initial proposal of the Suburban Transit Access Route (STAR) Line is for new transit infrastructure serving non-radial markets along the Northwest Tollway (I-90) and the Outer Circumferential (EJ&E) Corridor in Cook, DuPage and Will Counties. The proposal also includes potential future phases; east and north segments to serve Lake and Will Counties and an Inner Circumferential Service to serve central Cook County between Midway and O'Hare Airports.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The first phase of the STAR line will, over 55 miles, connect nearly 100 communities. Using two dedicated transportation corridors, the first runs approximately 36 miles along the Elgin, Joliet & Eastern (EJ&E) railroad corridor connecting several suburban communities in western DuPage County with Joliet in western Will County and Hoffman Estates in northwest Cook County. The second corridor runs approximately 19 miles along the Northwest Tollway (I-90) connecting communities in northwest Cook County with O'Hare International Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	829
	Total income in region	$412,724,000,000	$33,894,000
	Gross Regional Product	$626,828,000,000	$50,861,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	3,736
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.08
	Average travel time in minutes, transit	58.36	0.08
Mode share	Total trips, auto	29,222,026	-37,500
	Total trips, transit	3,306,482	37,341
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-1,271
	Average number of jobs accessible within 75 minutes by transit	1,268,062	57,632
Air quality	Daily emissions of VOC, tons	63.554	-0.011
	Daily emissions of NOX, tons	50.937	-0.022
	Annual emissions of direct PM, tons	1,020.4	-0.3
	Annual emissions of NOX, tons	20,187	-8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-28,392
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	…as % of total impacted subzones	n/a	12%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	243
	…as % of total impacted subzones	n/a	81%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	n/a

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at $2.7 billion (in 2009$). Annual operating costs have not yet been estimated.

Connectivity: A primary benefit of the STAR Line is the additional connectivity that it creates. The STAR Line connects to the Burlington Northern Santa Fe (BNSF), Union Pacific-West (UP-W), Milwaukee District-West (MD-W) and North Central Service (NCS) Metra lines and also connects to the CTA Blue Line. A number of Pace and CTA bus services also would connect to this facility, as well as the proposed "J-Line" BRT and proposed transit service along the Elgin-O'Hare Expressway.

Safety and security: N-S portion of route will provide travel alternative for IL 31, IL 25, IL 59, Weber-Naperville Rd, IL 53 and I-355 in the event of an incident. E-W portion of route provides travel alternatives for I-90, IL 72, IL 58, IL 19 and Elgin-O'Hare Expressway in the event of an incident. Route also provides evacuation route from O'Hare Airport.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The project is recommended in the Will County 2030 Recommended Transportation Plan portion of the Will County Land Use Plan. The project is also supported in Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan for its potential benefits to eastern Kane County travelers. It is also considered supportive project for both the Cook-DuPage corridor study and the DuPage Area Transit Plan. The City of Elgin supports the project within its Comprehensive Plan & Design Guidelines document. The Village of Hoffman Estates and the Village of Rolling Meadows support the STAR Line in their respective comprehensive plans. The Village of Arlington Heights, Village of Mount Prospect, and the Village of Des Plaines support STAR Line service as a complement to development near proposed station locations within their respective comprehensive plans. The Village of Plainfield's comprehensive plan (2002) supports establishing commuter rail service along the then-EJ&E RR corridor.

Project Status

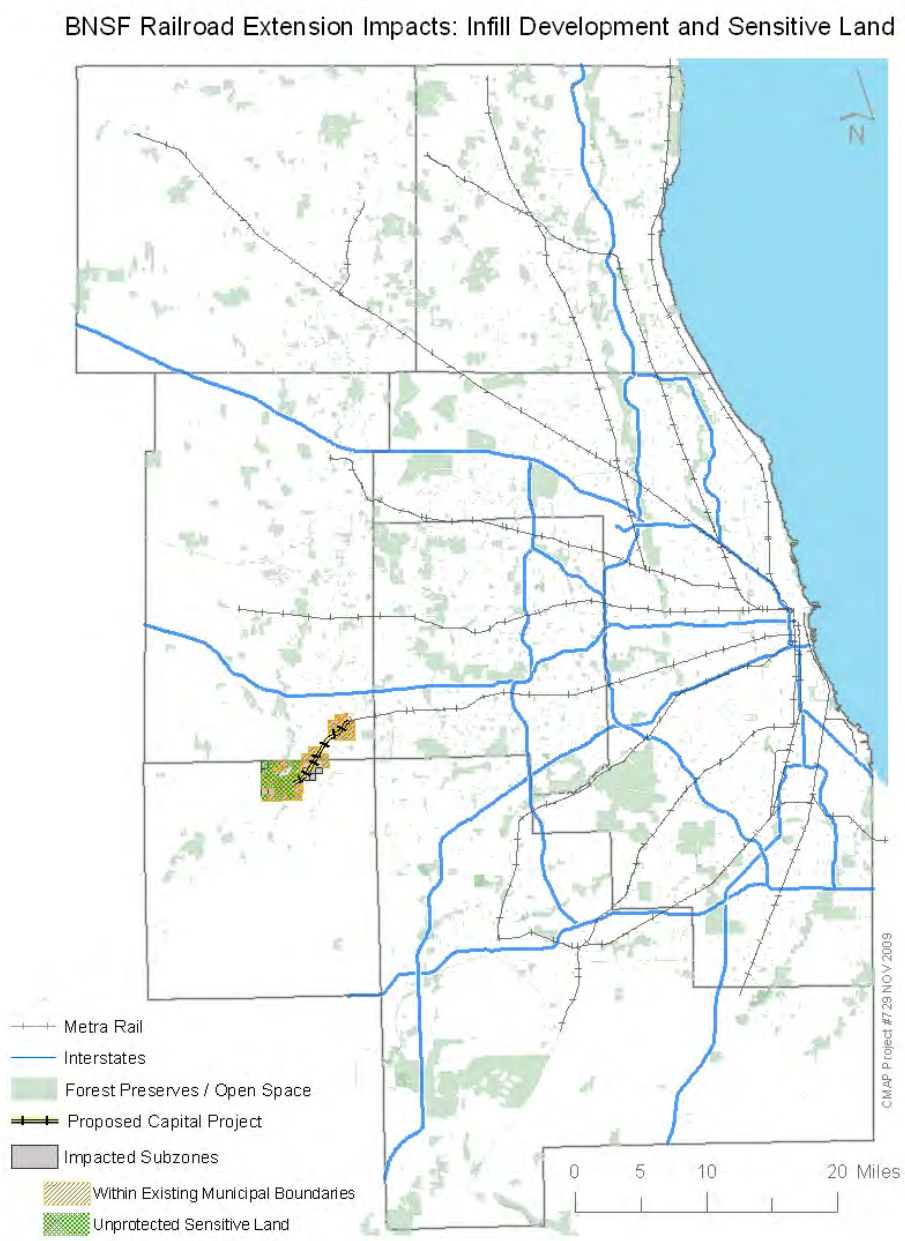
The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/star.php.

BNSF Extension to Oswego and Plano

Project Description

The BNSF Railway serves western Cook, DuPage and southern Kane Counties. The proposal will extend service to Oswego.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The initial proposal is to extend the existing commuter rail service 5.3 miles from its current terminus in Aurora to Oswego (in Kendall County). An intermediate station in Montgomery and a longer extension terminating in Plano are also proposed. A new equipment storage/maintenance facility near the new western terminus of the line is also proposed.

PLEASE NOTE THAT THIS PROJECT EXHIBITS A NUMBER OF UNANTICIPATED RESULTS AND WILL BE RE-EVALUATED.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-1,250
	Total income in region	$412,724,000,000	($41,087,000)
	Gross Regional Product	$626,828,000,000	($59,556,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	42,730
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.60
	Average travel time in minutes, transit	58.36	-0.87
Mode share	Total trips, auto	29,222,026	-12,214
	Total trips, transit	3,306,482	15,284
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-3,624
	Average number of jobs accessible within 75 minutes by transit	1,268,062	39,994
Air quality	Daily emissions of VOC, tons	63.554	0.462
	Daily emissions of NOX, tons	50.937	0.290
	Annual emissions of direct PM, tons	1,020.4	4.7
	Annual emissions of NOX, tons	20,187	117
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	223,858
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	…as % of total impacted subzones	n/a	40%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	73
	…as % of total impacted subzones	n/a	80%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined. The project involves an extension outside the RTA service area, so the financing of the project requires special attention.

Connectivity: The project extends transit service into a currently unserved area, improving access between Oswego and other communities with BNSF stations.

Safety and security: project enhances security by enabling an additional number of travelers to utilize an alternative travel mode in the event of a major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan.

Project Status

Phase I planning and engineering activities may be commenced within the upcoming calendar year. This project has a year 2030 completion time frame.

Union Pacific-West Improvements

Project description

The Union Pacific West (UP-W) Line is a commuter rail line serving Chicago's CBD and western suburbs. The Union Pacific West Line (UP-W) extends nearly 44 miles west from Chicago to Elburn. This project includes improvements along this rail line.

Project map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

The UP-W Line serves 62 communities in parts of Kane, DuPage and western Cook counties. An extension from Geneva to Elburn opened for service in January 2006. To provide faster and more frequent service as well as to improve reliability for passenger and freight users, this proposal includes significant infrastructure and service level upgrades. Slower travel times along the existing UP-W Line cause many residents to drive to the BNSF Line for faster express service. A culmination of the proposed improvements would address this issue and provide the additional benefit of easing congestion along the BNSF Line.

The current proposal includes improving signal systems and upgrading existing track, including new crossovers. A third track will be added to an existing double-track portion of the line east of Elmhurst.

As part of the UP-W improvements, it also proposed to move the current A-2 crossing at Western Avenue to a new location one mile east. This rail crossing is the busiest in Northeastern Illinois, where the UP-W Line crosses the Milwaukee District West (MD-W), Milwaukee District North (MD-N) and North Central Service (NCS) lines in Chicago. The proposal includes relocating the existing crossing of Union Pacific (West Line and all yard moves) and Milwaukee District (North and West Lines, NCS, and all yard moves) from its present location at Western Avenue to the east near between Ogden and Ashland, away from entrances to the two coach yards. Improved operating efficiencies will enable both revenue and deadhead trains to move through the new crossing point at increased speeds and reduced operating costs. An additional proposal includes consolidation of the M-19A/California Avenue Yard.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-246
	Total income in region	$412,724,000,000	($6,791,000)
	Gross Regional Product	$626,828,000,000	($9,426,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	10,468
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.04
	Average travel time in minutes, transit	58.36	-0.22
Mode share	Total trips, auto	29,222,026	-5,029
	Total trips, transit	3,306,482	1,374
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-321
	Average number of jobs accessible within 75 minutes by transit	1,268,062	6,354
Air quality	Daily emissions of VOC, tons	63.554	0.052
	Daily emissions of NOX, tons	50.937	0.018
	Annual emissions of direct PM, tons	1,020.4	0.4
	Annual emissions of NOX, tons	20,187	8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	18,347
Natural resource	Number of impacted subzones in unprotected	n/a	73

preservation	natural areas		
	…as % of total impacted subzones	n/a	13%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	464
	…as % of total impacted subzones	n/a	84%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at $384 million (in 2009$). Annual operating costs have not yet been estimated.

Connectivity: The project is expected to improve and expand service on an existing facility, and would improve connectivity but not create new connections. The A-2 crossing improvements would speed service on several Metra lines, improving connectivity regionally.

Safety and security: The proposal enhances security by providing an additional means of travel for a congested corridor (parallel to I-55) in the event of a long duration major incident.

Bicycle and pedestrian accommodation: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: This project is supported within Kane County's 2030 Long Range Transportation Plan.

Project status

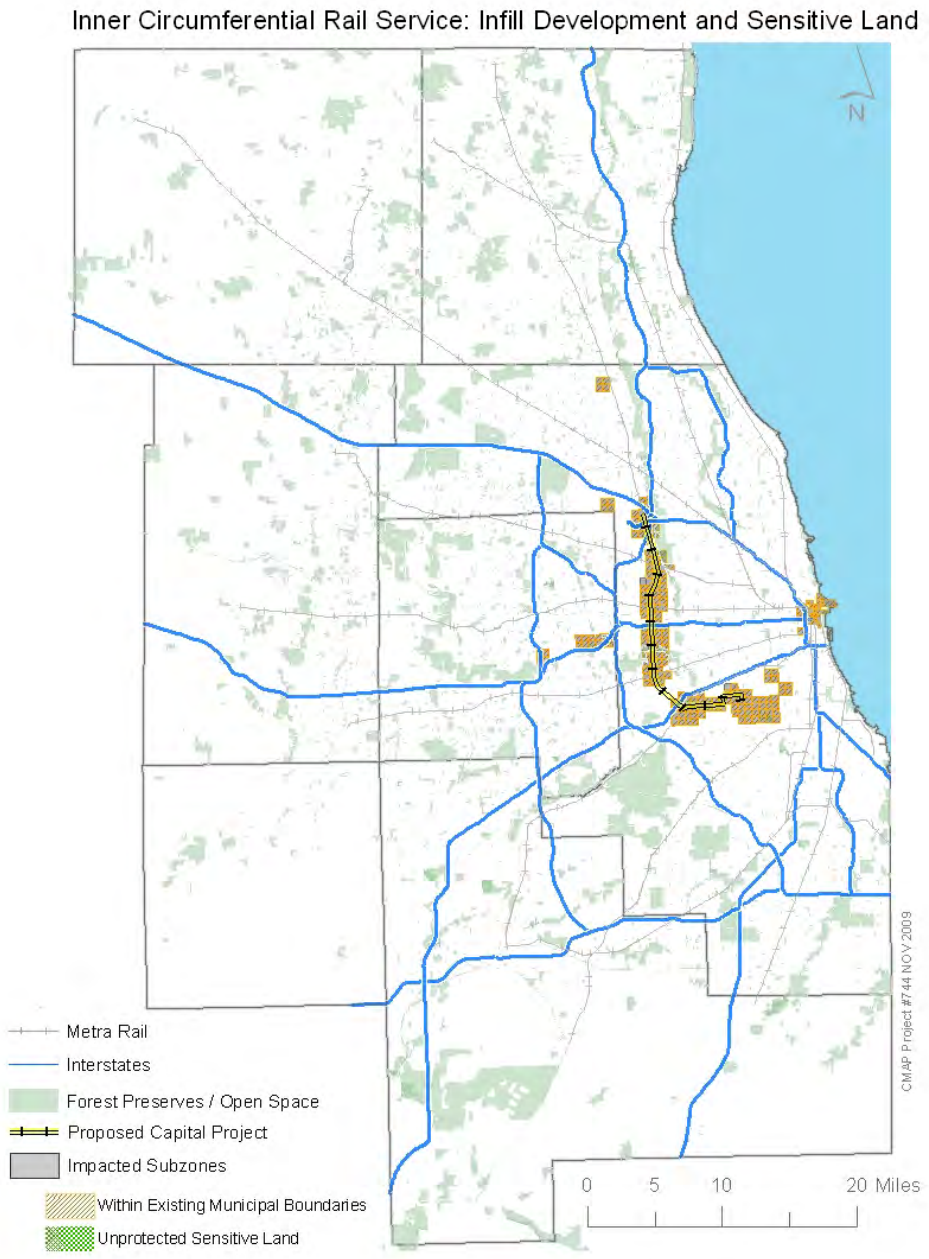
The project is currently progressing through the federal New Starts process. More information is on Metra's website at: http://metraconnects.metrarail.com/upw.php.

Inner Circumferential Rail Service

Project Description

This proposal calls for an Inner Circumferential Rail Service to serve central Cook County between Midway and O'Hare Airports.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposed new service will use the IHB and BRC railroads to travel between O'Hare Airport and Midway Airport, with intermediate stations at: Franklin Park, Melrose Park, Bellwood-25th Ave, Broadview, LaGrange Park, LaGrange, Summit, Harlem/59th St, and Midway Airport . It has been studied as a branch of the STAR Line (STAR Line Feasibility Analysis, 2003).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	2,166
	Total income in region	$412,724,000,000	$126,883,000
	Gross Regional Product	$626,828,000,000	$186,225,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-13,262
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.28
Mode share	Total trips, auto	29,222,026	-9,439
	Total trips, transit	3,306,482	10,532
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-564
	Average number of jobs accessible within 75 minutes by transit	1,268,062	68,021
Air quality	Daily emissions of VOC, tons	63.554	0.029
	Daily emissions of NOX, tons	50.937	0.017
	Annual emissions of direct PM, tons	1,020.4	0.3
	Annual emissions of NOX, tons	20,187	7
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	13,838
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	287
	…as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined.

Connectivity: The benefits of the project are expected to include increased accessibility to communities for non-radial travel as well as improved mobility within the corridor. Opportunities for connectivity will begin in the O'Hare station area with connections to the main branch of the STAR Line, North Central Service, and proposed O'Hare-Schaumburg Transit Service. There may be additional connections with Metra's Milwaukee District West, UP-West, BNSF and Heritage Corridor services. Several highly utilized Pace bus routes (e.g. Madison Street, Roosevelt Road, Cermak Rd)

intersect the corridor. There will be connections to the existing Orange Line and proposed Ford City extension, Mid-City Transitway, and other Pace services at the southern terminus.

Safety and Security: The proposed new service will enhance safety by reducing vehicle demand along nearby north-south major arterials and expressways (e.g. I-294), while providing a route for evacuation and travel following an incident.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: Portions of the project will encourage development in areas of existing infrastructure. This will provide improved access to jobs and major activity centers which is expected to spur economic development along the project corridor, particularly at station locations. The Village of LaGrange's 2005 Comprehensive Plan supports the establishment of the Inner Circumferential service, as does the nearby Village of Brookfield. The Village of Bellwood, the Village of Maywood and the Village of Melrose Park support the development of a joint Bellwood-25th Avenue station (along the UP-West). The Inner Circumferential Rail Service has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

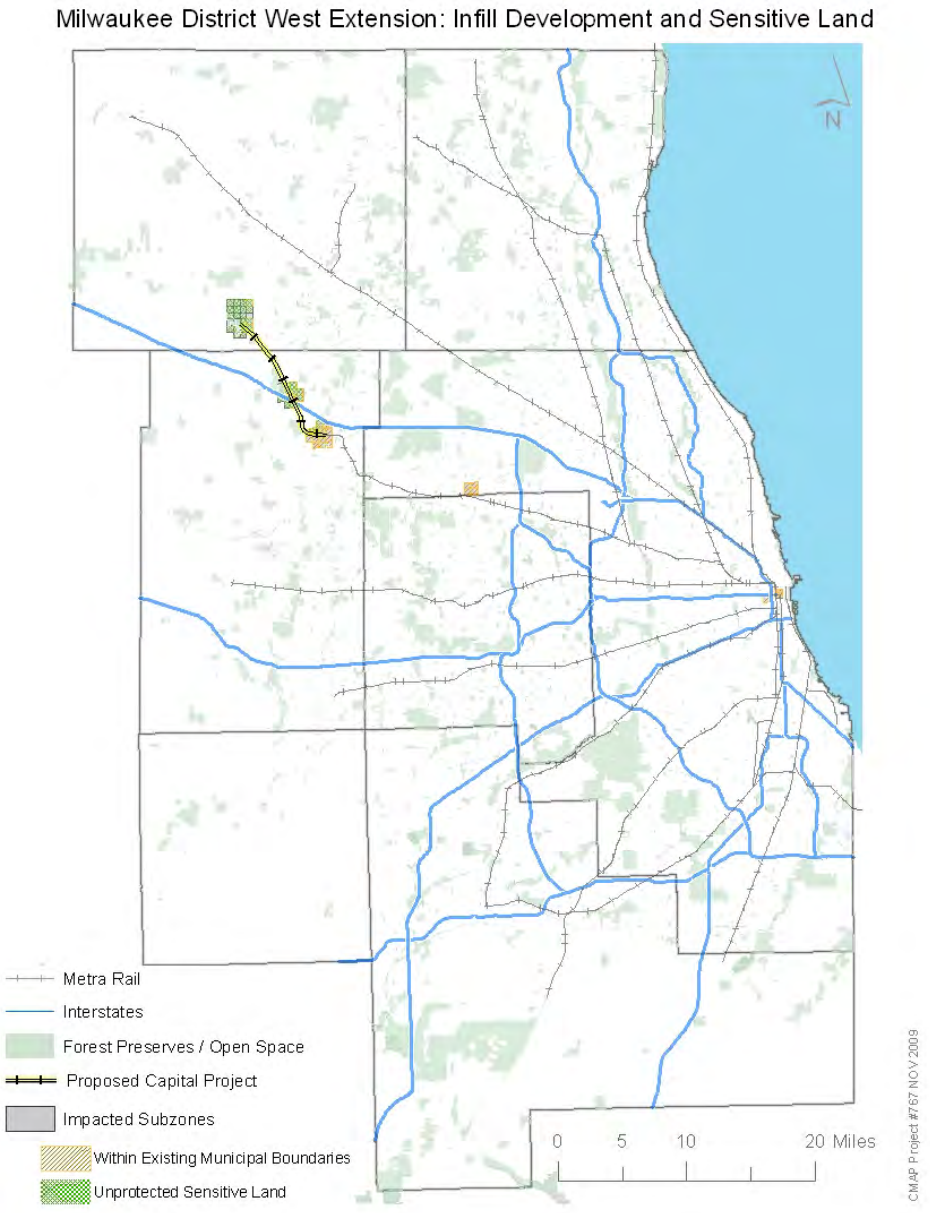
In cooperation with the North Central and West Central Council of Mayors, Metra studied the potential benefits and capital costs associated with its implementation of the Inner Circumferential Rail Service as part of the STAR Line feasibility study (2003). No further planning or engineering activities have been scheduled thus far. This project has a long-term completion (year 2030) time frame.

Milwaukee District West Line Upgrades and Extensions

Project Description

The Milwaukee District-West line currently provides service between Elgin (Big Timber Road) and downtown Chicago. The initial proposal includes a new 11-mile extension to the Milwaukee District-West Line between Elgin in Kane County and rapidly growing Huntley in McHenry County.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The extension to Huntley is proposed to connect at Almora and use right-of-way of the parallel Union Pacific Belvidere Subdivision tracks. This former Chicago and North Western Railway line was the first railroad in the region (chartered in 1836 as the Galena and Chicago Union Railroad), with service beginning in 1848. The existing single-track lightly utilized freight line turns northwest at this point.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	566
	Total income in region	$412,724,000,000	$24,215,000
	Gross Regional Product	$626,828,000,000	$35,767,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-5,838
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.08
	Average travel time in minutes, transit	58.36	-0.03
Mode share	Total trips, auto	29,222,026	-847
	Total trips, transit	3,306,482	2,141
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,985
	Average number of jobs accessible within 75 minutes by transit	1,268,062	3,101
Air quality	Daily emissions of VOC, tons	63.554	-0.043
	Daily emissions of NOX, tons	50.937	-0.046
	Annual emissions of direct PM, tons	1,020.4	-0.6
	Annual emissions of NOX, tons	20,187	-19
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-25,372
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	37
	…as % of total impacted subzones	n/a	51%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	44
	…as % of total impacted subzones	n/a	60%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined

Connectivity: The project will increase access between Huntley and areas served by Elgin-centered Pace bus services.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-90, Elgin-O'Hare) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: this project is concurred upon within the Kane County's 2030 Long Range Transportation Plan and 2030 Land Resource Management Plan, and is noted in the Infrastructure chapter of the McHenry County 2030 Comprehensive Plan. A station site has been identified in the Village of Huntley's official Land Use Map. The City of Elgin also supports the extension to Huntley in its most recent Comprehensive Plan & Design Guidelines publication.

Project Status

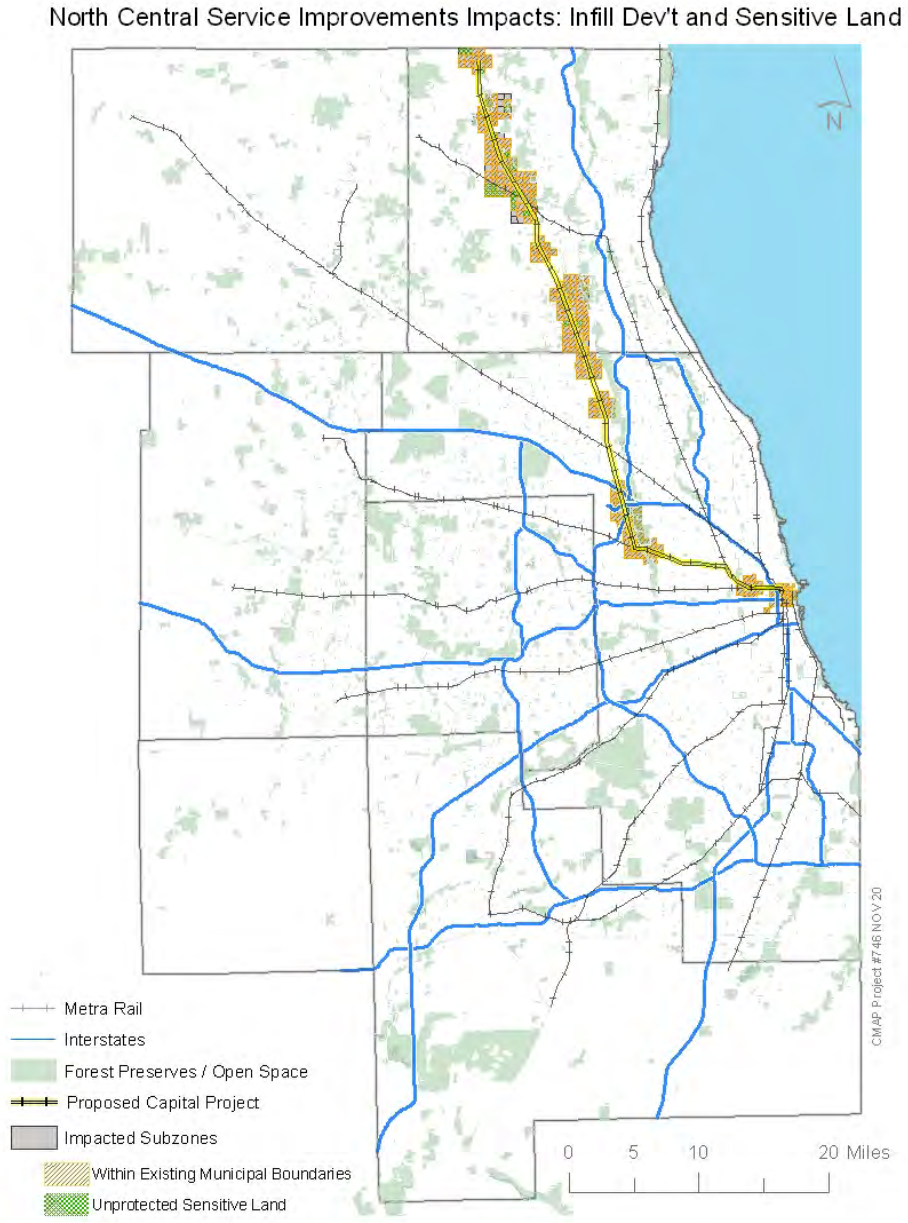
No planning or engineering are scheduled at this time. This project has a year 2030 completion time frame.

North Central Service Upgrades

Project Description

The North Central Service was introduced in August, 1996. The proposal calls for ongoing continuing upgrades to infrastructure and service levels.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Description

Improvements to the North Central Line include double-tracking much of the line, new stations, additional parking, and improved operations via the Milwaukee District West Line to Union Station.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	580
	Total income in region	$412,724,000,000	$26,016,000
	Gross Regional Product	$626,828,000,000	$37,895,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	2,645
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.06
	Average travel time in minutes, transit	58.36	-0.78
Mode share	Total trips, auto	29,222,026	-732
	Total trips, transit	3,306,482	983
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,457
	Average number of jobs accessible within 75 minutes by transit	1,268,062	20,812
Air quality	Daily emissions of VOC, tons	63.554	0.073
	Daily emissions of NOX, tons	50.937	0.037
	Annual emissions of direct PM, tons	1,020.4	0.7
	Annual emissions of NOX, tons	20,187	15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	30,794
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	21
	…as % of total impacted subzones	n/a	5%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	396
	…as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined

Connectivity: North Central Service will have significant transfer capabilities for proposed commuter rail and rapid transit serving the O'Hare Airport Area (the STAR Line, Inner Circumferential Service, O'Hare to Schaumburg service). This line will also maintain transfer opportunities (at Prairie Crossing) to improved Milwaukee District North services.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is endorsed as a goal in Chapter 7 of the Lake County Regional Framework Plan. Expansion of service has support within the comprehensive plans of the following municipalities: Village of Grayslake (2005); Village of Libertyville (2005); Village of Buffalo Grove (2009); Village of Wheeling (2003).

Project Status

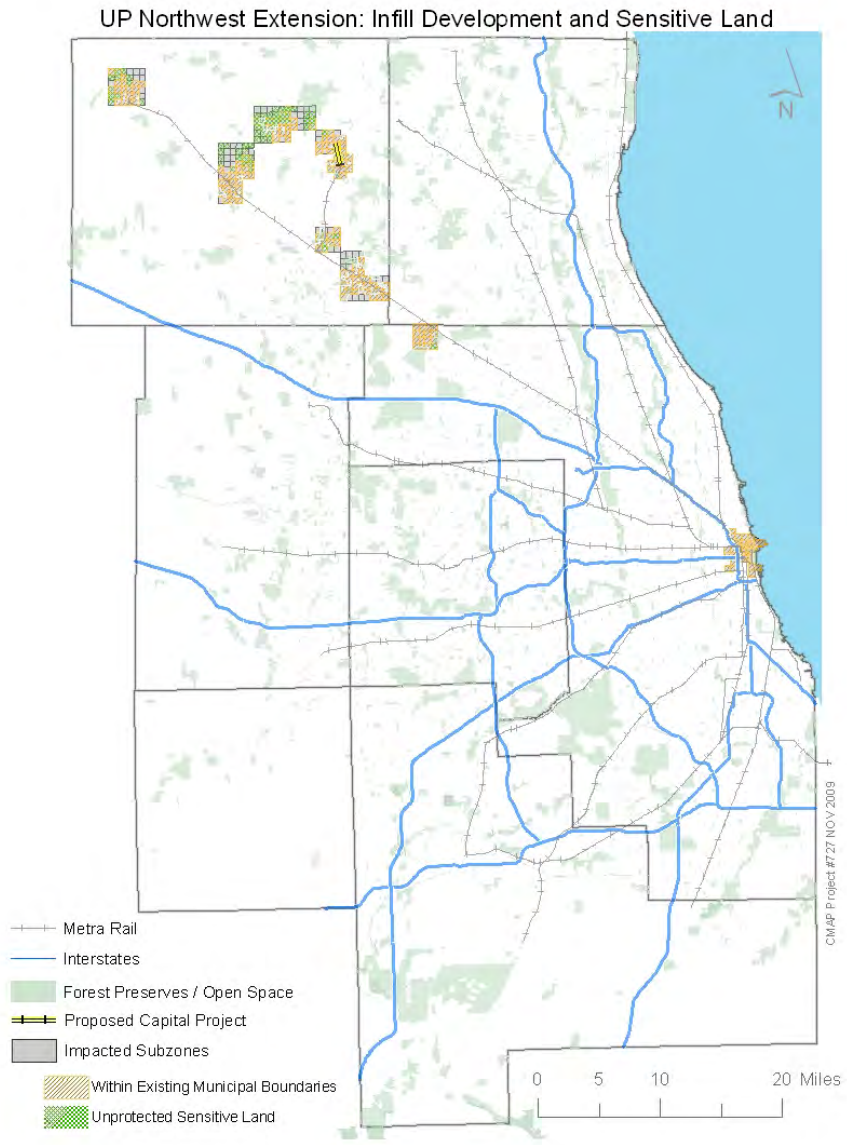
The first phase of double-tracking and service upgrade of the North Central Service Line was completed in January 2006. The remaining elements of this project havea year 2030 completion time frame.

Union Pacific Northwest Upgrades and Extension

Project Description

The Union Pacific Northwest (UP-NW) Line is the region's longest commuter rail line, extending from Chicago to Harvard with a seven-mile branch to McHenry. Two improvements are proposed on the UP-Northwest: infrastructure upgrades and a 1.6 mile extension to Johnsburg from McHenry.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The infrastructure upgrades include improvements to the existing signal system and additional crossovers and other track improvements to increase the operating capacity and reliability. The extension to Johnsburg will allow improved operations on the entire line. New yards are planned for the Woodstock and Johnsburg areas.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,267
	Total income in region	$412,724,000,000	$54,954,000
	Gross Regional Product	$626,828,000,000	$81,637,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-20,103
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.13
	Average travel time in minutes, transit	58.36	0.16
Mode share	Total trips, auto	29,222,026	-1,522
	Total trips, transit	3,306,482	886
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,034
	Average number of jobs accessible within 75 minutes by transit	1,268,062	309
Air quality	Daily emissions of VOC, tons	63.554	-0.110
	Daily emissions of NOX, tons	50.937	-0.085
	Annual emissions of direct PM, tons	1,020.4	-1.2
	Annual emissions of NOX, tons	20,187	-34
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-53,504
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	36
	…as % of total impacted subzones	n/a	8%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	435
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated project cost is $144,000,000.

Connectivity: Project will maintain connections with other UP commuter rail lines services at Clybourn and Ogilvie, as well as several CTA and Pace bus routes on the northwest side of Chicago and northwestern Cook suburbs.

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel and intersecting major thoroughfares in the event of a long duration major incident.

Bicycle and pedestrian accommodations: The stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is noted in the Infrastructure chapter of the McHenry County 2030 Comprehensive Plan. The City of McHenry 2008 Comprehensive Plan supports improving and extending the branch service.

Project Status

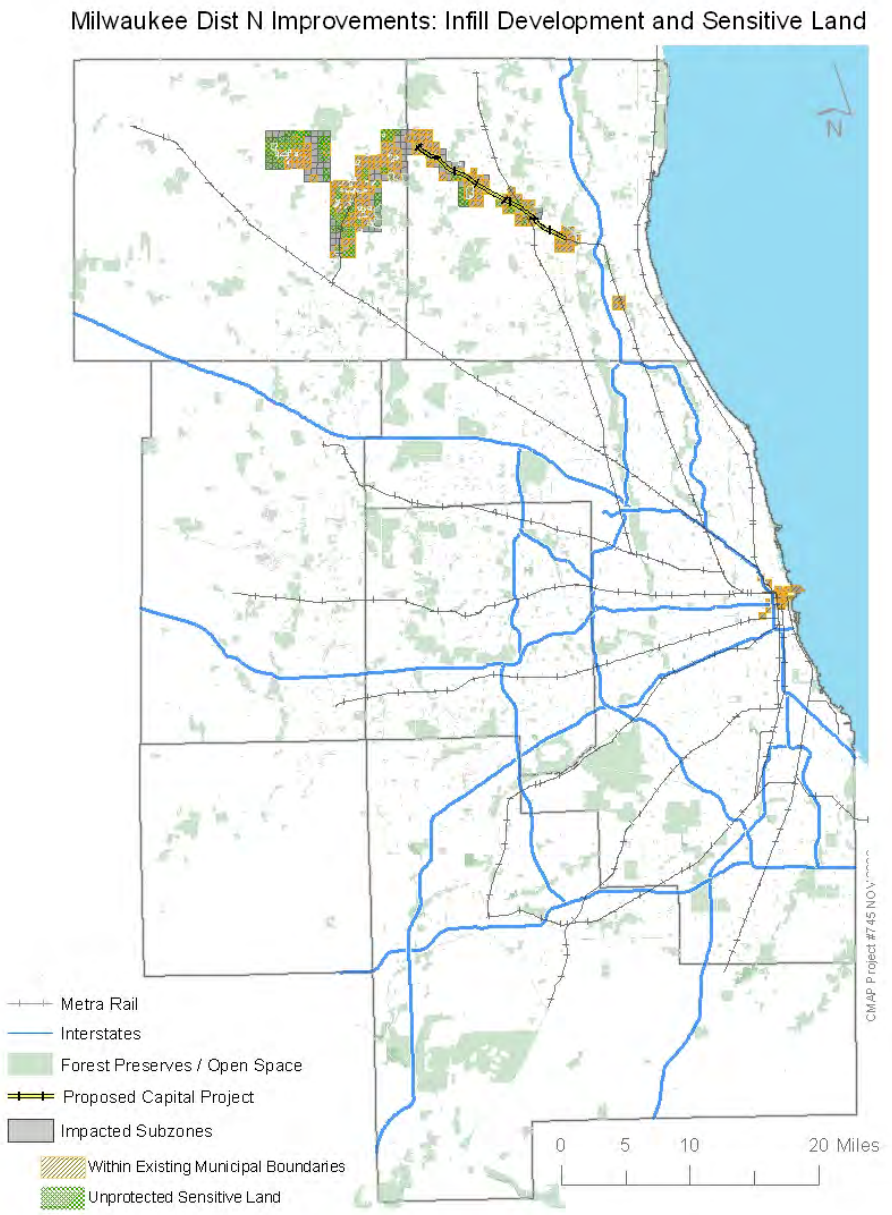
Elements of this proposal were explored and costs estimated in Metra's 2002 report titled: *Northeastern Illinois Transportation Challenges: Core Capacity, Peak System Usage,and Infrastructure Efficiencies*. Also see the www.metraconnects.metrarail.com/upnw.php web page for more current and detailed information. Thus far, no further planning or engineering activities have been scheduled. This project has a year 2030 completion time frame.

Milwaukee District North Improvement

Project Description

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago. The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest terminating at Fox Lake.

Project map



This map shows the proposed capital project and the subzones surrounding the associated interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The proposal includes adding a second track, upgrading infrastructure and service levels between Rondout and Fox Lake.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	123
	Total income in region	$412,724,000,000	$7,191,000
	Gross Regional Product	$626,828,000,000	$10,818,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	9,823
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.01
	Average travel time in minutes, transit	58.36	-0.13
Mode share	Total trips, auto	29,222,026	-569
	Total trips, transit	3,306,482	270
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,302
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,087
Air quality	Daily emissions of VOC, tons	63.554	0.055
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.1
	Annual emissions of NOX, tons	20,187	3
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	3,023
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	79
	…as % of total impacted subzones	n/a	17%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	244
	…as % of total impacted subzones	n/a	54%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Undetermined

Connectivity: Project will have potential to support county wide transit travel via proposed transfer improvements at Rondout and current transfer opportunities at Prairie Crossing. Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Northbrook ((e.g. Route 60 and Lake Cook areas).

Safety and Security: the proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodations: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: Not identified.

Project Status

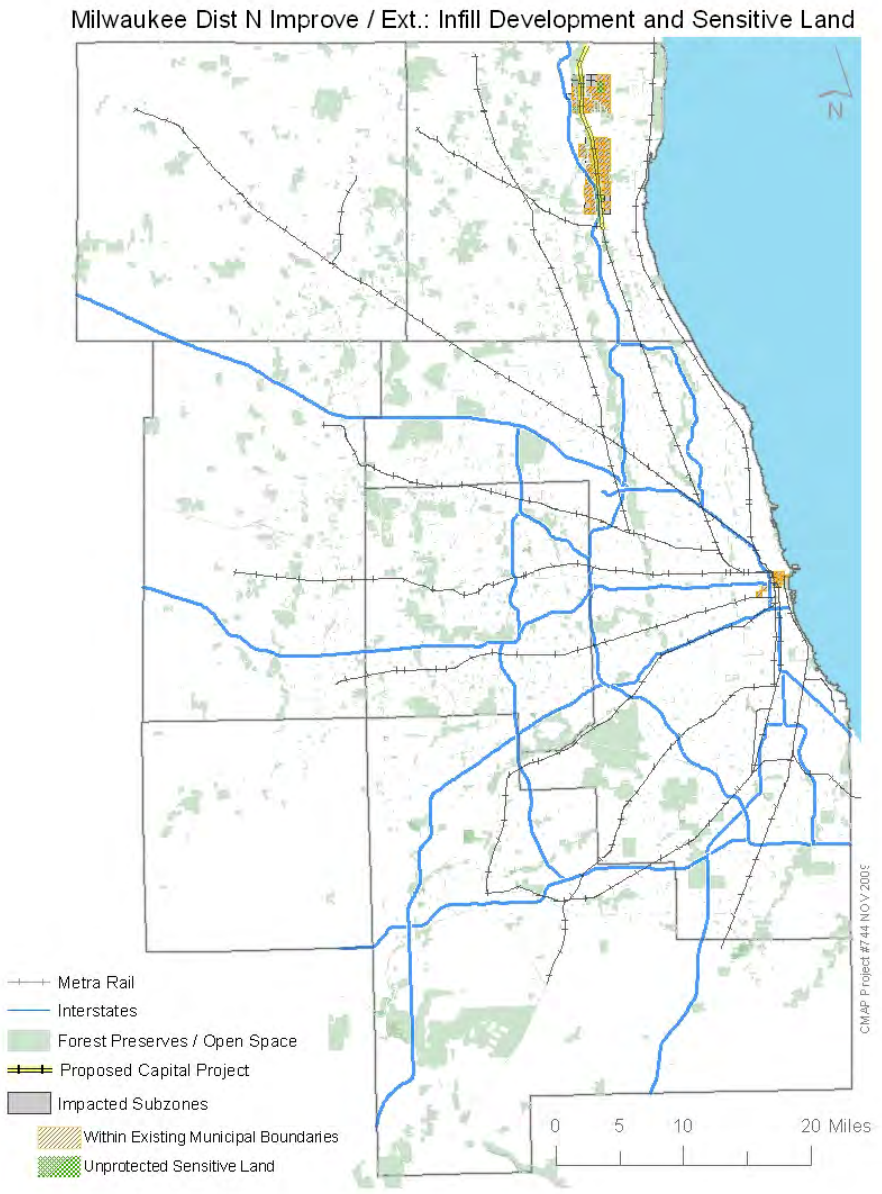
No planning, analysis, or construction activities are scheduled at this time. This project has a year 2030 completion time frame.

Milwaukee District North Line Extension to Wadsworth

Project Description

The Milwaukee District North line currently provides service between Fox Lake and downtown Chicago. The present route is from Chicago Union Station to the Rondout junction in central Lake County, where service continues northwest terminating at Fox Lake. This particular proposal includes an extension to Wadsworth.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

This extension includes 13 miles of new service between Rondout (which may have a new station as part of the proposal) and Wadsworth in northeastern Lake County. The proposal is to follow main line tracks northward to serve the communities of Wadsworth, Gurnee, western sections of Waukegan, and Green Oaks. The main line tracks run northward to Milwaukee, Wisconsin and beyond. The line is used for both freight and Amtrak trains.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	977
	Total income in region	$412,724,000,000	$51,662,000
	Gross Regional Product	$626,828,000,000	$76,181,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-4,964
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.10
	Average travel time in minutes, transit	58.36	-0.28
Mode share	Total trips, auto	29,222,026	-4,738
	Total trips, transit	3,306,482	2,343
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,195
	Average number of jobs accessible within 75 minutes by transit	1,268,062	9,988
Air quality	Daily emissions of VOC, tons	63.554	-0.038
	Daily emissions of NOX, tons	50.937	-0.036
	Annual emissions of direct PM, tons	1,020.4	-0.7
	Annual emissions of NOX, tons	20,187	-15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-29,295
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	3
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	368
	…as % of total impacted subzones	n/a	96%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Undetermined

Connectivity: New stations will be accessible from I-94 and US 41, and will likely have Pace bus connections. There will also be opportunities to travel to the western parts of Lake County via transfer options at Rondout with the Milwaukee District Fox Lake

Branch. Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Northbrook ((e.g. Route 60 and Lake Cook areas).

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: the stations on the line are expected to be equipped with additional bicycle parking facilities and integrated with communities' existing bicycle and pedestrian trial systems.

Consistency with subregional plans: the project is endorsed as a goal in Chapter 7 of the Lake County Regional Framework Plan. The Village of Gurnee Comprehensive Land Use Plan (1995) recommends this project as a non-motorized transportation alternative for its downtown Special Development Area (Section VI of the Plan).

Project Status

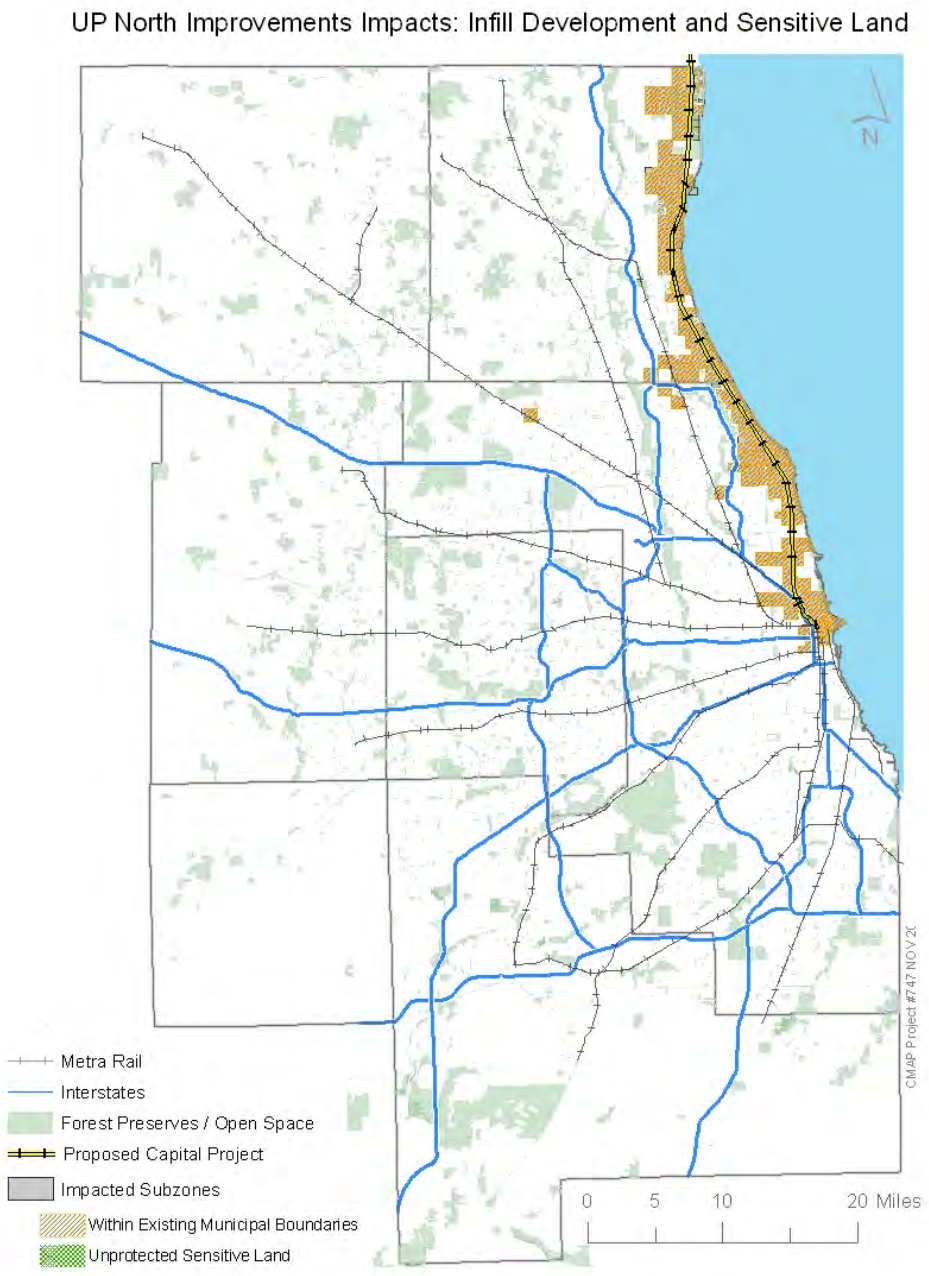
Metra completed the *Wadsworth Extension Commuter Rail Feasibility Study* in 2001 to examine the potential for establishing commuter rail service. No additional or revised planning and analysis or construction activity has been scheduled thus far. This project has a year 2030 completion time frame.

Union Pacific North Line Upgrades

Project Description

The Union Pacific North Line serves Chicago, northern Cook and Lake Counties. This proposal recommends improving the operating capacity of the line.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcome

The proposal is to upgrade the existing signal system and install additional crossovers between downtown Chicago and the outer terminal in order to increase the operating capacity of the Union Pacific North Line (47 total miles in length from Ogilvie transportation Center to Kenosha, WI).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-9
	Total income in region	$412,724,000,000	$2,784,000
	Gross Regional Product	$626,828,000,000	$4,728,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	10,636
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.11
	Average travel time in minutes, transit	58.36	-0.37
Mode share	Total trips, auto	29,222,026	-1,102
	Total trips, transit	3,306,482	3,888
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	639
	Average number of jobs accessible within 75 minutes by transit	1,268,062	13,129
Air quality	Daily emissions of VOC, tons	63.554	0.080
	Daily emissions of NOX, tons	50.937	0.041
	Annual emissions of direct PM, tons	1,020.4	0.8
	Annual emissions of NOX, tons	20,187	16
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	35,337
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	697
	…as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Undetermined

Connectivity: Line has stations at the following locations served by other CTA and Metra services: Evanston Davis Street, Evanston Main Street (Purple), Clybourn (UP-West) and Ogilvie (UP-West, UP-Northwest). Improved service will also better complement Shuttle Bug and private transit services between Lake Forest and Highland Park (e.g. Route 60 and Lake Cook areas).

Safety and Security: The proposal enhances security by providing an additional means of travel for nearby parallel expressway corridors (I-94, US 41) and major arterials in the event of a long duration major incident.

Bicycle and pedestrian accommodation: stations will remain highly accessible to several parallel and intersecting bicycle routes and trails in the City of Chicago, North Shore, and far northern suburbs.

Consistency with subregional plans: Not identified.

Project Status

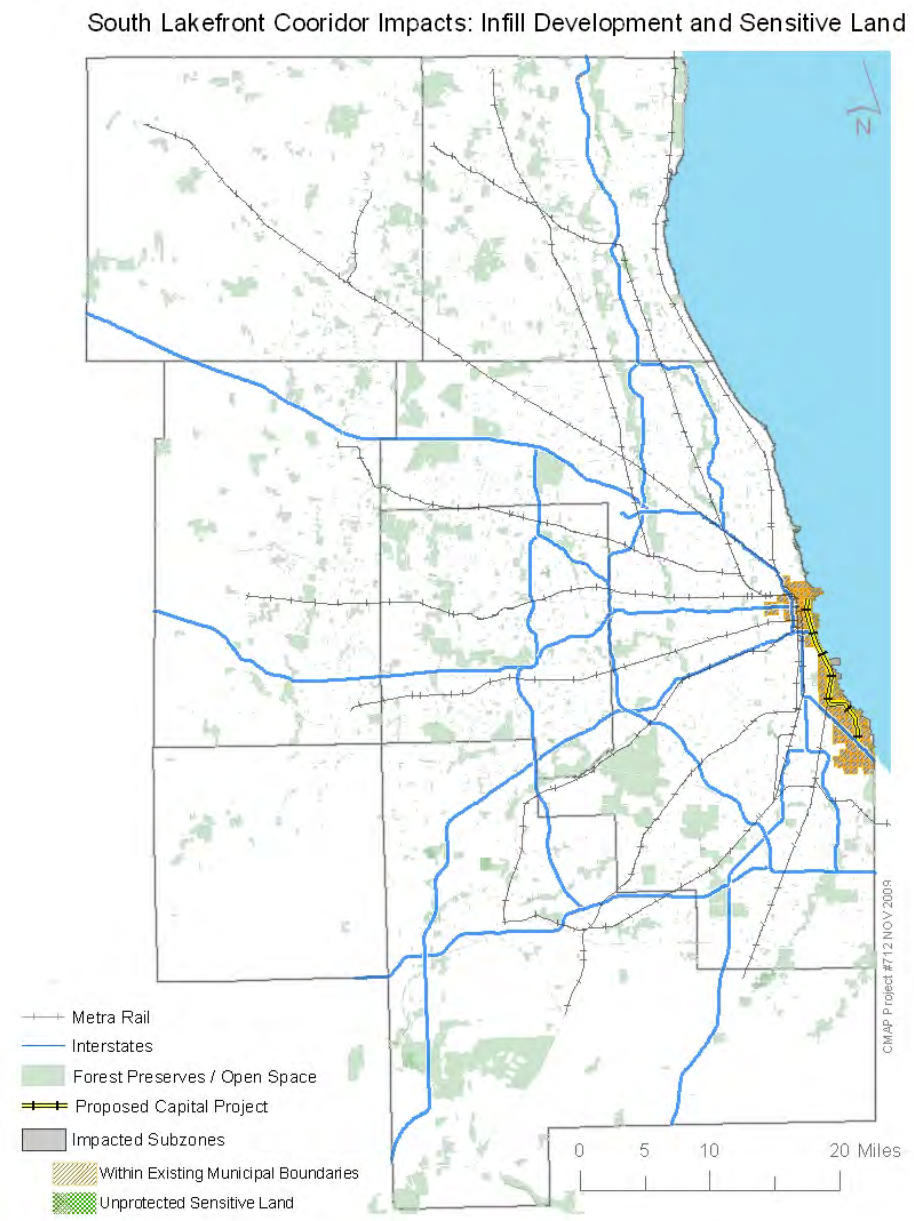
The improvements that will increase operating capacity have not been scheduled for any initial planning or analysis (Phase I). This project has a year 2030 completion time frame.

South Lakefront Rail Transit Service

Project Description

A proposed transit line would run from Chicago's Central Area to a terminal at 93rd Street in the South Chicago community area.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposed line could be an entirely new light-rail service parallel to the existing Metra Electric mainline and replacing the South Chicago Branch, or an upgrade in the frequency of existing Metra Electric mainline and South Chicago Branch service. The latter concept has been referred to as the Gold or the Gray Line. The light-rail option would permit the eventual introduction of a branch along Stony Island Avenue. To progress, this project is likely to require extensive coordination between Metra, CDOT, and CTA.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	767
	Total income in region	$412,724,000,000	$41,793,000
	Gross Regional Product	$626,828,000,000	$61,414,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	4,287
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.11
Mode share	Total trips, auto	29,222,026	-6,359
	Total trips, transit	3,306,482	5,653
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	336
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,317
Air quality	Daily emissions of VOC, tons	63.554	0.040
	Daily emissions of NOX, tons	50.937	0.000
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	0
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,063
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	250
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: no costs has been estimated due to no alternatives being identified as part of an official planning process.

Connectivity: Project would have connectivity with remaining enhanced Metra Electric Services, proposed Central Area Transitway, and several CTA bus routes.

Safety and Security: proposed service provides redundancy for major parallel routes and transit services (Dan Ryan, South Lake Shore Drive, Red Line, Green Line) in the event of an incident. Increase to rapid transit service levels may encourage safety improvements along the right-of-way and near station sites.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks, connectivity to parallel Lakefront trail system should be explored. Stations will have adequate bicycle facilities.

Consistency with subregional plans: planning for this proposed service is being coordinated with ongoing USX South Works redevelopment, Michael Reese Hospital site redevelopment, and Reconnecting Neighborhoods activities.

Project Status

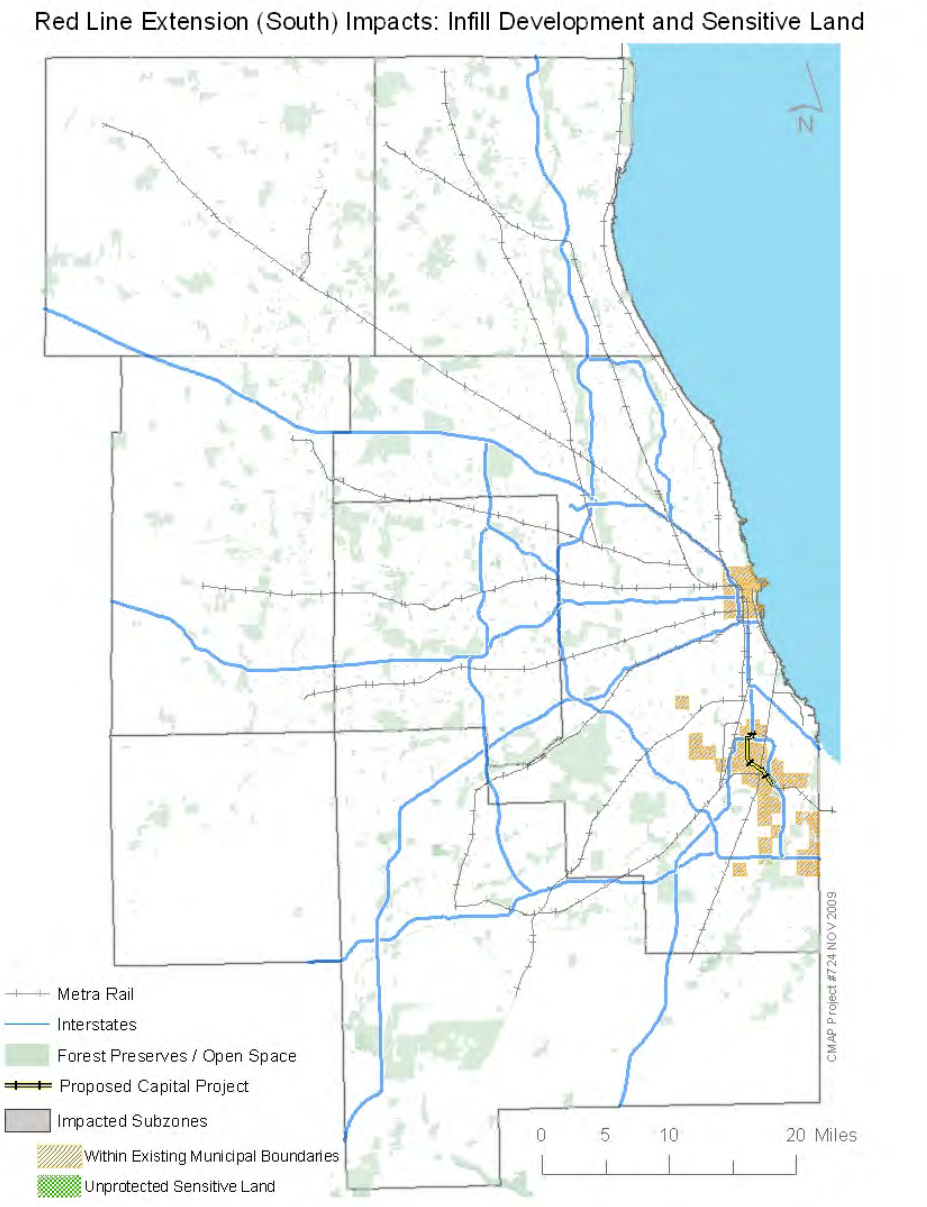
The City of Chicago will be undertaking initial feasibility analyses. RTA provided financial assistance for a South Lakefront Corridor Transportation study. This project has a year 2020 completion time frame.

Red Line Extension to 130th Street

Project Description

The Red Line serves Chicago's lakefront neighborhoods from Howard Street to its current terminal at 95th Street. This project extends the Red Line to a new terminal at 130th Street and the Bishop Ford Freeway, using the Union Pacific railroad corridor.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The project extends the Red Line, which is currently 22 miles long, for an additional 5.5 miles. It would travel from its current terminus along I-57, then follow the Union Pacific corridor to 130th Street, operating on an elevated structure for its entire length. A key component of the plan is an intermodal terminal and a major park-and-ride lot at 130th Street. Intermediate stations are planned at 103rd, 111th, and 115th.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	376
	Total income in region	$412,724,000,000	$19,842,000
	Gross Regional Product	$626,828,000,000	$29,819,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-63
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.03
	Average travel time in minutes, transit	58.36	-0.29
Mode share	Total trips, auto	29,222,026	1,562
	Total trips, transit	3,306,482	-1,960
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,404
	Average number of jobs accessible within 75 minutes by transit	1,268,062	6,903
Air quality	Daily emissions of VOC, tons	63.554	0.048
	Daily emissions of NOX, tons	50.937	0.005
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-10,217
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	247
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: The estimated completion year for the project is 2015. It is estimated to cost $879 million to construct in 2009$, or $1.14 billion in YOE$. Annual operating cost is estimated at $18.3 million in 2009$.

Connectivity: The project will streamline bus-to-rail connections for several bus routes south of 95th Street. Currently, thirteen CTA and six Pace routes serve the 95th Street station, and nearly 9,000 riders transfer from bus to rail at this station on an average

weekday. Bus access to the 95th Street terminal is a key problem that would be addressed by the Red Line extension, which would reduce the number of bus to rail transfers that would need to occur at this location.

Safety and security: The project will increase safety by relieving congestion at the 95th Street station, reducing passenger-bus conflicts and the total number of passengers on the station platform in this location. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: A number of vacant and underutilitized lots, some under city ownership, have been identified as having redevelopment potential near several of the proposed new stations. Much of the surrounding area is within TIF districts and economic development in these areas is sought.

Project Status

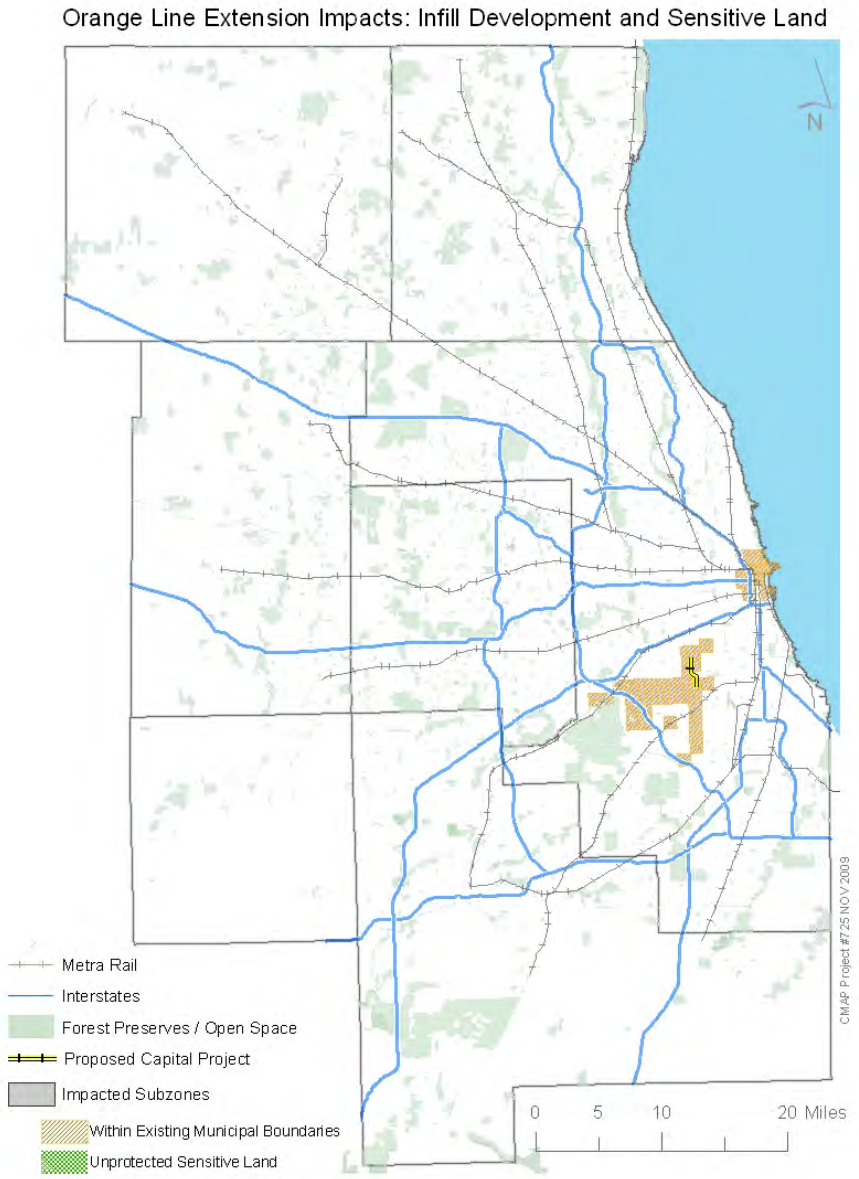
The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the Union Pacific railroad corridor being selected over several other potential alternatives. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/Redeis/documents.aspx

Orange Line Extension to Ford City

Project description

The Orange Line is a rapid transit line serving Chicago's CBD, Southwest side and Midway Airport. This proposal extends the Orange Line from the current terminus at Midway Airport to a new terminal in the vicinity of the Ford City Mall, using the Belt Railway of Chicago right-of-way and Cicero Avenue.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

Funding constraints required the Orange Line stop short of its original intended terminus at Ford City when initially built. This project completes the original Orange Line plan to provide improved access to downtown from the far southwest side and from the central city to the strong employment corridor along south Cicero Avenue, to provide additional access to retail and employment opportunities. The line will also provide easier access to hotels and residential areas south of Midway Airport.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,925
	Total income in region	$412,724,000,000	$101,622,000
	Gross Regional Product	$626,828,000,000	$149,043,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	8,492
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.33
Mode share	Total trips, auto	29,222,026	776
	Total trips, transit	3,306,482	-453
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,107
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,019
Air quality	Daily emissions of VOC, tons	63.554	-0.031
	Daily emissions of NOX, tons	50.937	-0.034
	Annual emissions of direct PM, tons	1,020.4	-0.7
	Annual emissions of NOX, tons	20,187	-15
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-3,366
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	96
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost $445 million to construct in 2009$, or $585 million in YOE$. Annual operating cost is estimated at $4.5 million in 2009$.

Connectivity: The project will connect to several bus routes. A new park-and-ride lot and bus facilities at Ford City will address constraints at the CTA lot at Midway Airport. Park-and-ride access is a major component of ridership at Orange Line stations near the end of the line, and this project will add 750 parking spaces at its new terminal.

Safety and security: Safety will be enhanced from planned elimination of highway-rail grade crossings and from eliminating bus congestion at the Midway station. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: None identified.

Project status

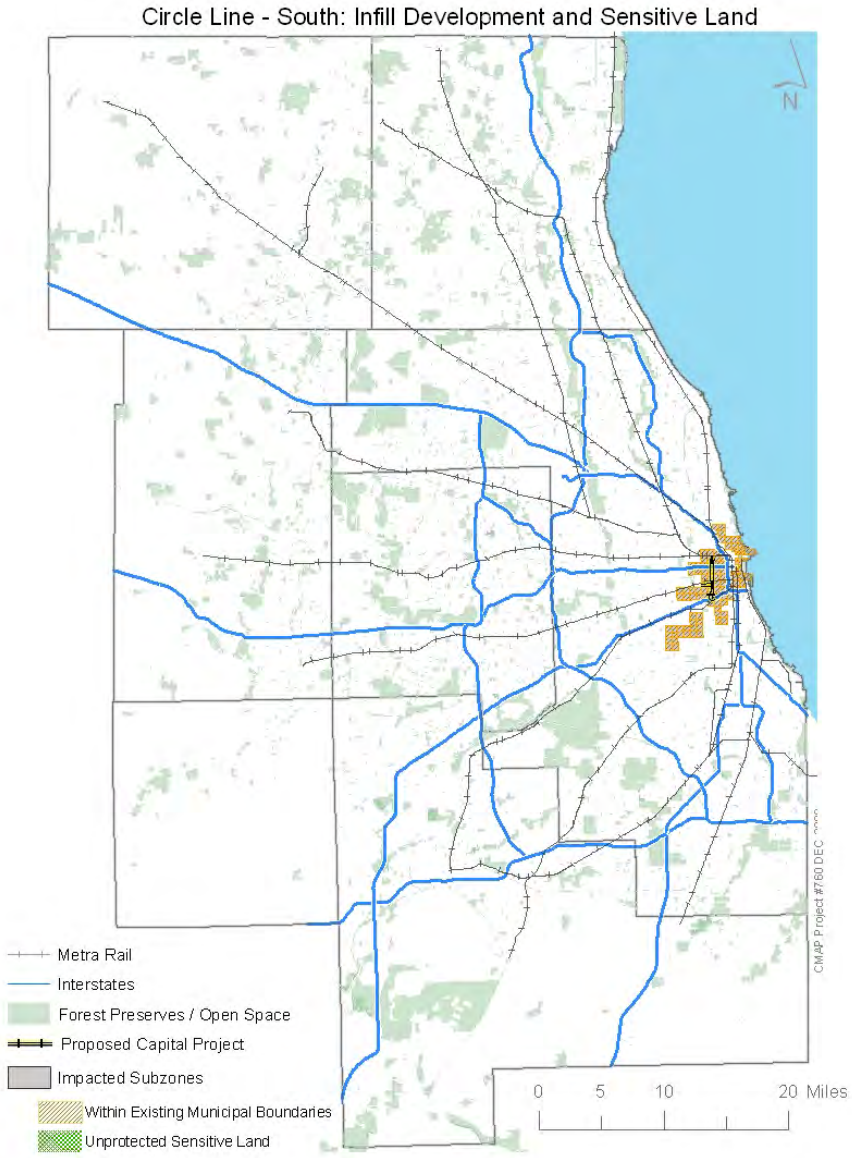
The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the preferred alignment being selected over several other potential alternatives. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/orangeeis/documents.aspx

Circle Line – southern portion

Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The southern portion of the Circle Line will travel south from the Ashland station of the Green and Pink Lines, connecting to the Blue Line and continuing to the Orange Line. After this, the route will use the Orange Line alignment to travel into the Loop.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

This project creates a new rail line which primarily travels on existing CTA rail tracks. It would use the existing Pink Line tracks from the Ashland station to just below the 18th Street station, and then would require construction of a new rail facility to continue south to the Orange Line station at Ashland. The Orange Line tracks would then be used for service into the Loop. Operating details within the Loop are still being developed.

PLEASE NOTE THAT THIS PROJECT EXHIBITS A NUMBER OF UNANTICIPATED RESULTS AND WILL BE RE-EVALUATED.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-276
	Total income in region	$412,724,000,000	($10,985,000)
	Gross Regional Product	$626,828,000,000	($15,292,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	28,238
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.30
	Average travel time in minutes, transit	58.36	-0.75
Mode share	Total trips, auto	29,222,026	-16,465
	Total trips, transit	3,306,482	19,428
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-462
	Average number of jobs accessible within 75 minutes by transit	1,268,062	29,722
Air quality	Daily emissions of VOC, tons	63.554	0.224
	Daily emissions of NOX, tons	50.937	0.108
	Annual emissions of direct PM, tons	1,020.4	1.7
	Annual emissions of NOX, tons	20,187	43
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	77,429
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	155
	…as % of total impacted subzones	n/a	99%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost $1 billion to construct in 2009$, or $1.1 billion in YOE$. Annual operating cost is estimated at $22 million in 2009$.

Connectivity: The project provides numerous connections between CTA rail services, including the Green, Pink, Blue, Orange, and Red Lines, as well as transfer opportunities within the Loop to the Brown and Purple Lines. Future connections are also possible with the Metra Burlington Northern Santa Fe (BNSF) and Rock Island lines. The CTA bus lines served are too numerous to list here. The purpose of the project is to improve connectivity by allowing transfers between services without having to travel all the way into the Loop.

Safety and security: Project provides reroute and bypass capability around Chicago Central Area in the event of an incident. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The Circle Line is identified as a priority within the Chicago Central Area Action Plan. It is also considered a supporting project in the Cook-DuPage corridor study.

Project status

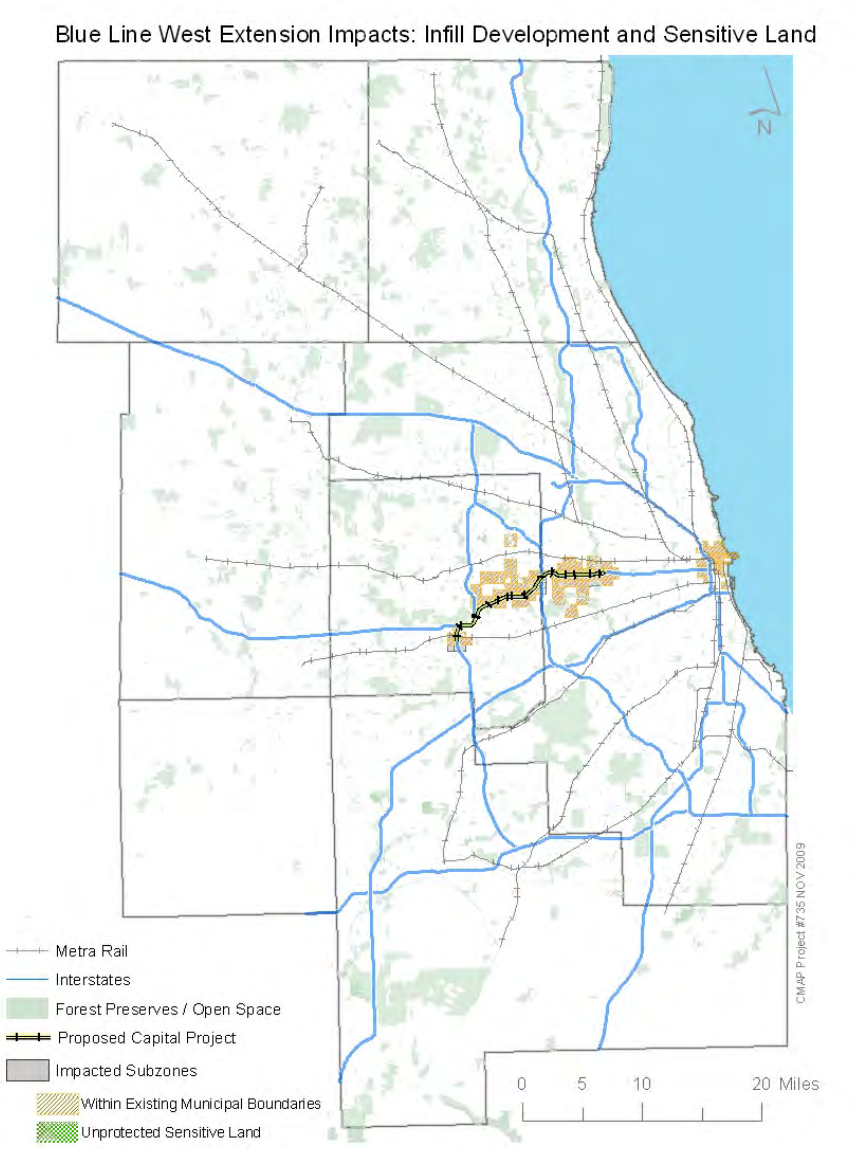
The selection of a Locally Preferred Alternative is underway through the Alternatives Analysis process. More documentation on this, including detailed reports and maps, is available at: http://w.transitchicago.com/news_initiatives/planning/circle.aspx

Blue Line Extension to Lisle

Project description

The Blue Line is a rapid transit line providing service between Chicago's CBD, central Cook County and O'Hare Airport. This project involves extending the Forest Park branch of the Blue Line further west along or near I-290 and I-88 into central DuPage County. While the proposal extends as far as Lisle, an initial strategic extension to Oak Brook may take advantage of existing development patterns.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

Potential intermediate station opportunities are at 1st Ave, 25th Ave, Manheim Road and Roosevelt. Planning for this service should be coordinated with potential projects along the I-290 and I-88 corridors in western Cook and DuPage Counties. Right-of-way needs for multiple transportation improvements will require coordination.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	930
	Total income in region	$412,724,000,000	$47,062,000
	Gross Regional Product	$626,828,000,000	$70,401,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	1,942
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.12
Mode share	Total trips, auto	29,222,026	-3,343
	Total trips, transit	3,306,482	3,912
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,000
	Average number of jobs accessible within 75 minutes by transit	1,268,062	24,616
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.026
	Annual emissions of direct PM, tons	1,020.4	-0.5
	Annual emissions of NOX, tons	20,187	-10
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-16,264
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	217
	…as % of total impacted subzones	n/a	95%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: No estimated completion year or cost has been established.

Connectivity: The project improves connections to Pace routes operating in western Cook and eastern and central DuPage Counties. It also would interface with the "J-Line" and coordination between these services will be necessary.

Safety and security: Route would provide redundancy for several east-west expressway and arterial routes traversing DuPage and Cook Counties. Various in-

vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: The stations along the proposed line will feature bicycle parking facilities and be integrated into their communities' respective bicycle and pedestrian thoroughfares.

Consistency with subregional plans: The western extension of the Blue Line is recommended in the Cook-DuPage corridor study. Also, transit centers in a number of the locations served (including Oak Brook and Yorktown Mall in Lombard) are recommended in the DuPage Area Transit Plan. The Village of Maywood in its 2008 Comprehensive Plan update sought to extend the Blue Line to First Avenue as either a terminal location or part of a larger extension to the western suburbs.

Project status

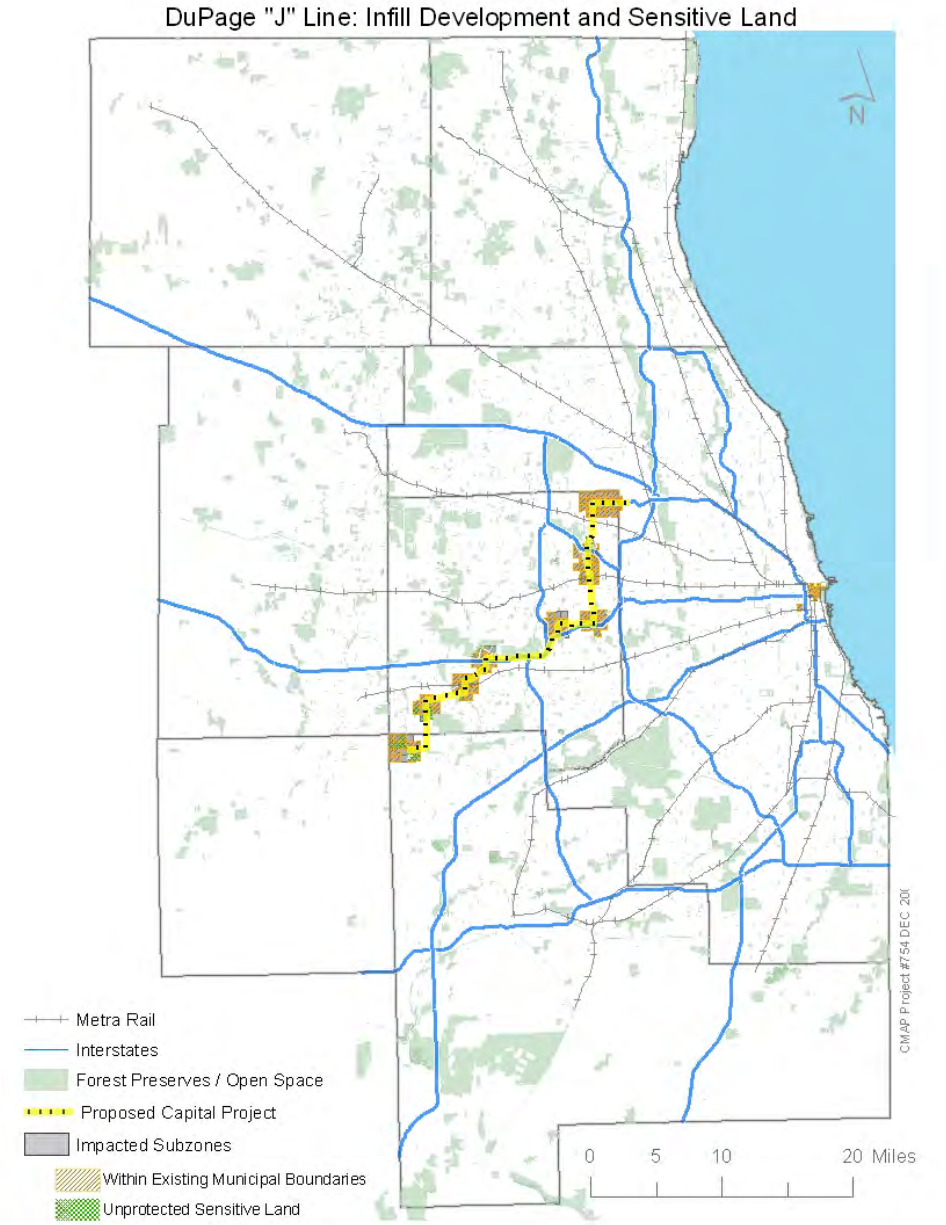
This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.

DuPage "J-Line" BRT

Project Description:

The “J” Bus Rapid Transit (BRT) Route would provide a high-speed link from O’Hare through Oak Brook, to Naperville and Aurora and to the proposed STAR Line at 95th Street.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations or interchanges that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposed DuPage J-Line BRT would serve regional employment or residential areas: the IL 59 / Fox Valley corridor in Aurora, downtown Naperville, the Naperville/Warrenville Rd commercial area, Butterfield Road, then north along IL 83 through eastern DuPage county into the Addison and Elk Grove areas, finally traversing the proposed Elgin O'Hare East Extension terminating at the proposed West O'Hare terminal. The line would operate initially in priority lanes on surface streets and employ a variety of new techniques and technologies to speed service. However, at full operation, the "J" route will provide high-speed service operating on an exclusive busway. Nine stops have been proposed.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	491
	Total income in region	$412,724,000,000	$24,975,000
	Gross Regional Product	$626,828,000,000	$36,911,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	7,524
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.19
Mode share	Total trips, auto	29,222,026	2,619
	Total trips, transit	3,306,482	170
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,078
	Average number of jobs accessible within 75 minutes by transit	1,268,062	-2,311
Air quality	Daily emissions of VOC, tons	63.554	0.024
	Daily emissions of NOX, tons	50.937	-0.003
	Annual emissions of direct PM, tons	1,020.4	-0.1
	Annual emissions of NOX, tons	20,187	-1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-3,139
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	16
	…as % of total impacted subzones	n/a	9%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	159
	…as % of total impacted subzones	n/a	89%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Not identified.

Connectivity: The project connects to several existing rail lines, including the BNSF, UP-W, and MD-W, as well as a number of planned services including the STAR Line,

Blue Line extension to Lisle, and Schaumburg-O'Hare transit service along the Elgin-O'Hare Expressway. The "J" route will be part of Pace's Rapid Transit Network.

Safety and Security: the project will enhance safety by providing exclusive right-of-way to bus movements and more visible and protected passenger stops for users. J-Line may also provide evacuation route from incidents at any key activity center (e.g. O'Hare Airport, Oak Brook Mall, Naperville-Warrenville, Fox Valley) along route.

Bicycle and pedestrian accommodation: proposed stops will be integrated into existing and proposed local and regional bicycle and pedestrian networks.

Consistency with subregional plans: the "J" Line is part of the DuPage Area Transit Plan. The DuPage Area Transit Plan is intended to provide a fully integrated multimodal and regionally coordinated transit system for DuPage County. The "J" Line has also been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

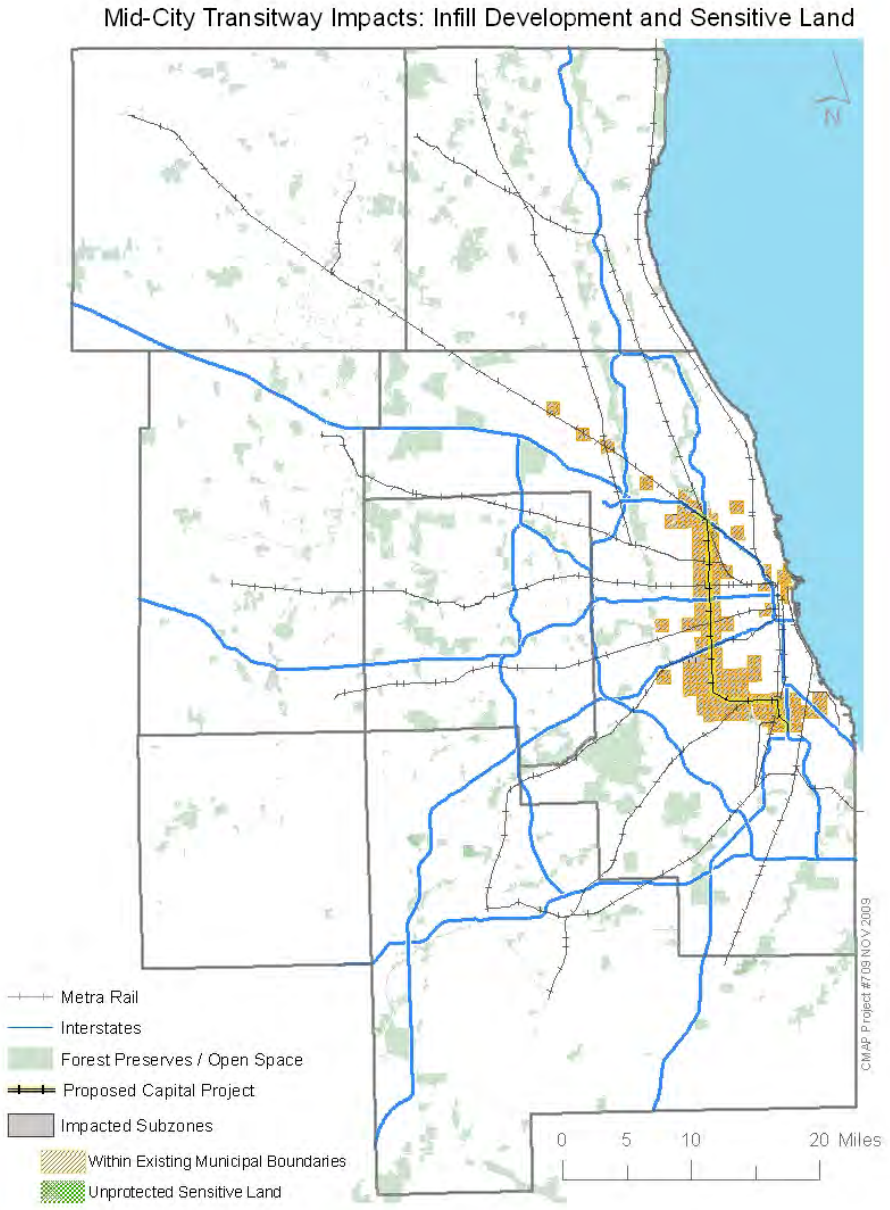
No Phase I engineering activities (e.g. alternatives analysis) have been scheduled thus far. This project presently has a year 2030 completion time frame.

Mid-City Transitway

Project Description

This proposal provides for a transitway operating between the Jefferson Park Blue Line station and the 87th Street Red Line station.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The Mid City Transitway will be a rapid transit or BRT corridor traveling north-south along the Belt Railrway ROW (4600 W) from the Jefferson Park Blue Line station to Ford City (7600 S) and then east-west to the Red Line, along a yet-to-be-determined alignment (an E-W alignment along RR tracks parallel to 74th Street is evaluated below).

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	193
	Total income in region	$412,724,000,000	$12,293,000
	Gross Regional Product	$626,828,000,000	$18,614,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	12,485
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.01
	Average travel time in minutes, transit	58.36	-0.15
Mode share	Total trips, auto	29,222,026	748
	Total trips, transit	3,306,482	-1,016
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-722
	Average number of jobs accessible within 75 minutes by transit	1,268,062	37,738
Air quality	Daily emissions of VOC, tons	63.554	0.044
	Daily emissions of NOX, tons	50.937	0.002
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-7,405
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	468
	…as % of total impacted subzones	n/a	99%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: $4.9 billion (2009 $) capital cost (CTA, July 2009).

Connectivity: Several intermediate stops, mainly at transfer points with CTA bus routes and CTA transit stations, are planned.

Safety and Security: The project enhances safety by providing a transit alternative for non-CBD focused trips. Evacuation from incidents, particularly in the O'Hare area can also be facilitated.

Bicycle and pedestrian accommodation: the Mid-City transitway will have adequate access for pedestrians and bicyclists, as well as be integrated into the City of Chicago's bicycle network system. It is unclear whether the Mid-City will have parallel non-motorized pathways.

Consistency with subregional plans: The Mid-City Transitway has been endorsed as a major project by the Cook-DuPage Policy Committee as part of the Cook-DuPage Corridor Study (RTA).

Project Status

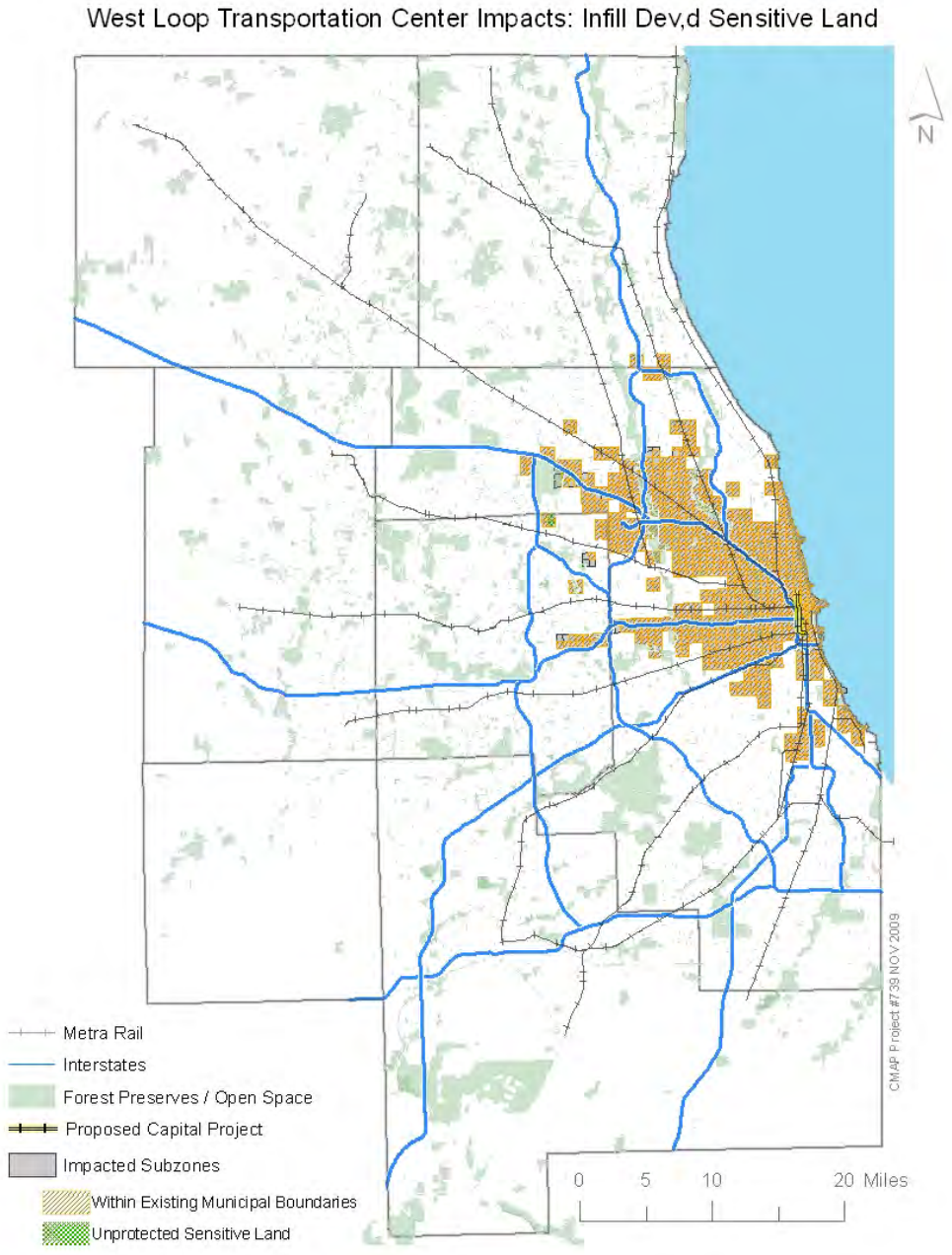
The City of Chicago is currently in planning for a specific service proposal in this corridor; thus far no preliminary engineering studies have been scheduled. This project has a year 2040 completion time frame.

West Loop Transportation Center

Project Description

The West Loop Transportation Center is a proposed transportation terminal located under Clinton Street between the Eisenhower Expressway and Lake Street in Chicago.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The terminal structure for the West Loop Transportation Center is envisioned to incorporate three levels that accommodate and facilitate easy transfers between inter-city rail, commuter rail, rapid transit and bus services. The upper level will serve the routes of the proposed Central Area Bus Rapid Transit System with destinations in the North Michigan Avenue Area, River North, McCormick Place, and the eastern part of the Loop. The middle level will serve a new rapid transit line under study. The lower level will provide two through tracks for either commuter rail or intercity services.

The proposal also includes increased capacity for Chicago Union Station which serves several commuter and intercity passenger rail services. This project would include through-routing some Amtrak intercity trains and Metra commuter trains via the new subway beneath Clinton Street and would provide increased capacity by creating a new station stop beneath Clinton Street. This also would permit direct through operation of trains continuing past downtown Chicago.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	171
	Total income in region	$412,724,000,000	$13,984,000
	Gross Regional Product	$626,828,000,000	$20,685,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-2,009
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.25
Mode share	Total trips, auto	29,222,026	1,805
	Total trips, transit	3,306,482	136
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-241
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,539
Air quality	Daily emissions of VOC, tons	63.554	0.018
	Daily emissions of NOX, tons	50.937	-0.005
	Annual emissions of direct PM, tons	1,020.4	-0.2
	Annual emissions of NOX, tons	20,187	-2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-4,340
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	2
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	947
	…as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Estimated project capital cost is $2 billion.

Connectivity: Proposed facility would connect nearly all of the Metra commuter rail services – the Union Pacific, the Milwaukee District, the BNSF and the Heritage lines; other rail services such as those originating at LaSalle (RID, SWS, proposed SES) and Millenium (Metra Electric, South Shore) can be accessed by subway (Blue Line) or by proposed bus transitways.

Safety and Security: The project enhances safety by reducing pedestrian-to-rail and bus-to-rail travel trips, thereby decreasing the likelihood of congestion-related incidents. Multi-level underground facility may provide shelter and stay-in-place facilities (e.g. air raid protection).

Bicycle and pedestrian accommodations: Proposed facility will be highly accessible to pedestrians and bicyclists.

Consistency with subregional plans: The project is a key transportation recommendation for an improved West Loop district listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

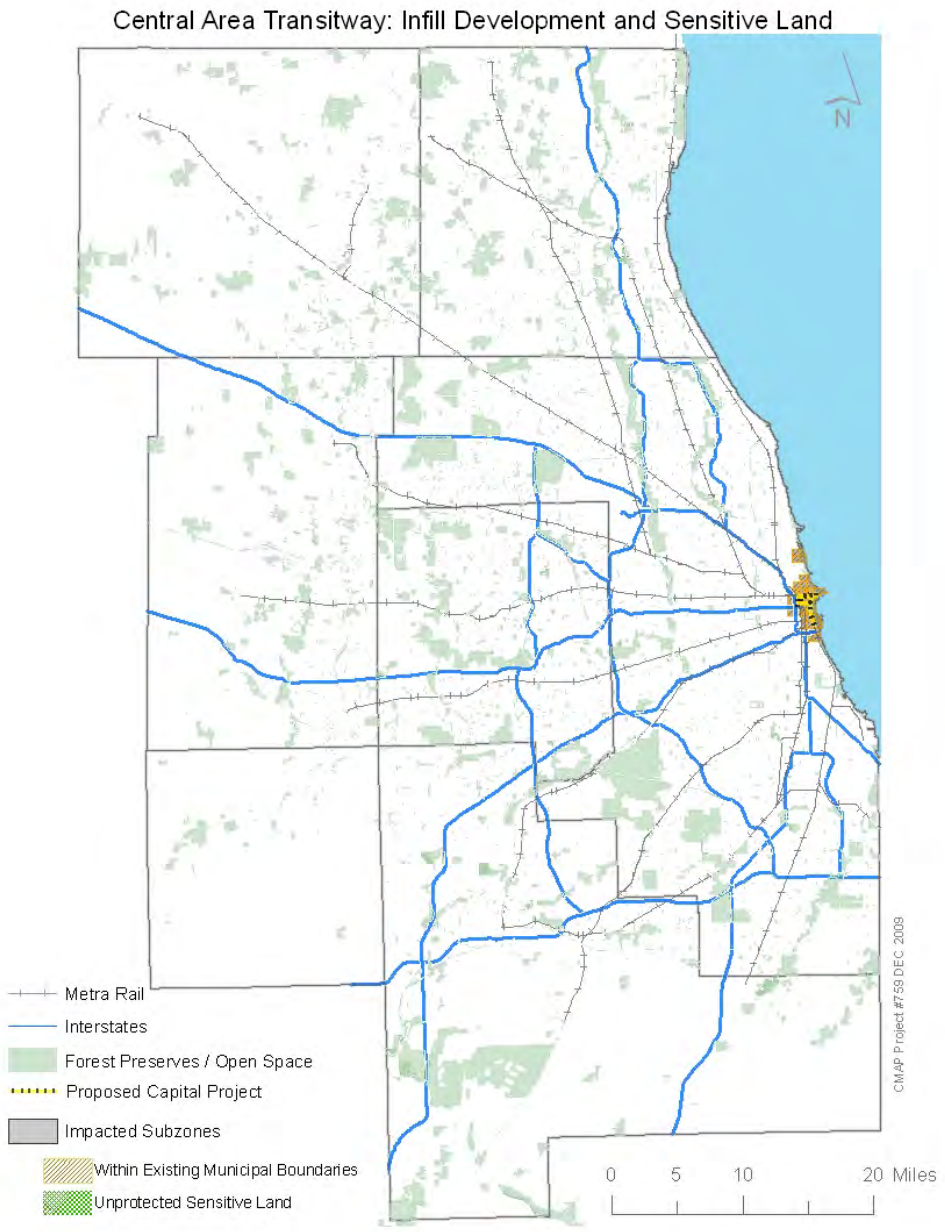
No preliminary engineering or planning activities (e.g alternatives analysis) are currently scheduled. This project has a year 2020 completion time frame.

Central Area Transitway

Project Description

The Central Area Bus Rapid Transit System consists of several components providing improved transit circulation in downtown Chicago. The project would offer priority transit service on arterial streets or dedicated rights-of-way with rapid boarding and alighting.

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The project consists of a new bus or rail system designed to circulate passengers around downtown and distribute commuters from major transit centers to destinations throughout the Central Area. Routes will connect the West Loop Area with North Michigan Avenue, the eastern Loop, Illinois Center, the Museum Campus and McCormick Place. A new east-west busway could be either at-grade or below street level. A north-south route between North Michigan Avenue and McCormick Place will use the existing Lakefront Busway. The system will include features designed to make transit reliable and attractive, including exclusive busways and priority lanes on city streets.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,013
	Total income in region	$412,724,000,000	$61,756,000
	Gross Regional Product	$626,828,000,000	$88,919,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	81
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.08
	Average travel time in minutes, transit	58.36	-0.21
Mode share	Total trips, auto	29,222,026	-15,491
	Total trips, transit	3,306,482	16,864
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	991
	Average number of jobs accessible within 75 minutes by transit	1,268,062	11,395
Air quality	Daily emissions of VOC, tons	63.554	0.047
	Daily emissions of NOX, tons	50.937	0.007
	Annual emissions of direct PM, tons	1,020.4	0.4
	Annual emissions of NOX, tons	20,187	4
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	21,779
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	106
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

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Cost: Estimated cost of the Carroll Avenue transitway portion of the project range from $250 million to $400 million depending on the vehicle technology selected.

Connectivity: Central Area Transitway will connect with all transit services that serve Chicago's central area.

Safety and Security: Central Area Transitway may provide redundancy (alternative route or path) in the event of incidents affecting service on other transit lines and could provide short term evacuation routing.

Bicycle and pedestrian accommodation: The line will be accessible to large number of pedestrians and bicyclists at various stops and transfer points.

Consistency with subregional plans: The Carroll Avenue portion of the Transitway project is a key transportation recommendation for an improved Near North district listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

Several key initiatives are taking place now to support the Central Area Bus Rapid Transit Project. First, studies have been prepared for the Carroll Avenue transitway element of the project, along a now unused railroad right-of-way along the north side of the Chicago River Main Branch. These studies include conceptual plans and capital cost estimates. The City of Chicago plans to begin an alternatives analysis for the Carroll Avenue transitway element in 2009. The Clinton Street element of the project is under study as part of the West Loop Transportation proposal by CDOT and CTA. For this element, property rights necessary for the project are being sought as the adjacent properties are developed. Study of other element, including the extension to the Museum Campus and McCormick Place, is expected to begin in late 2009.

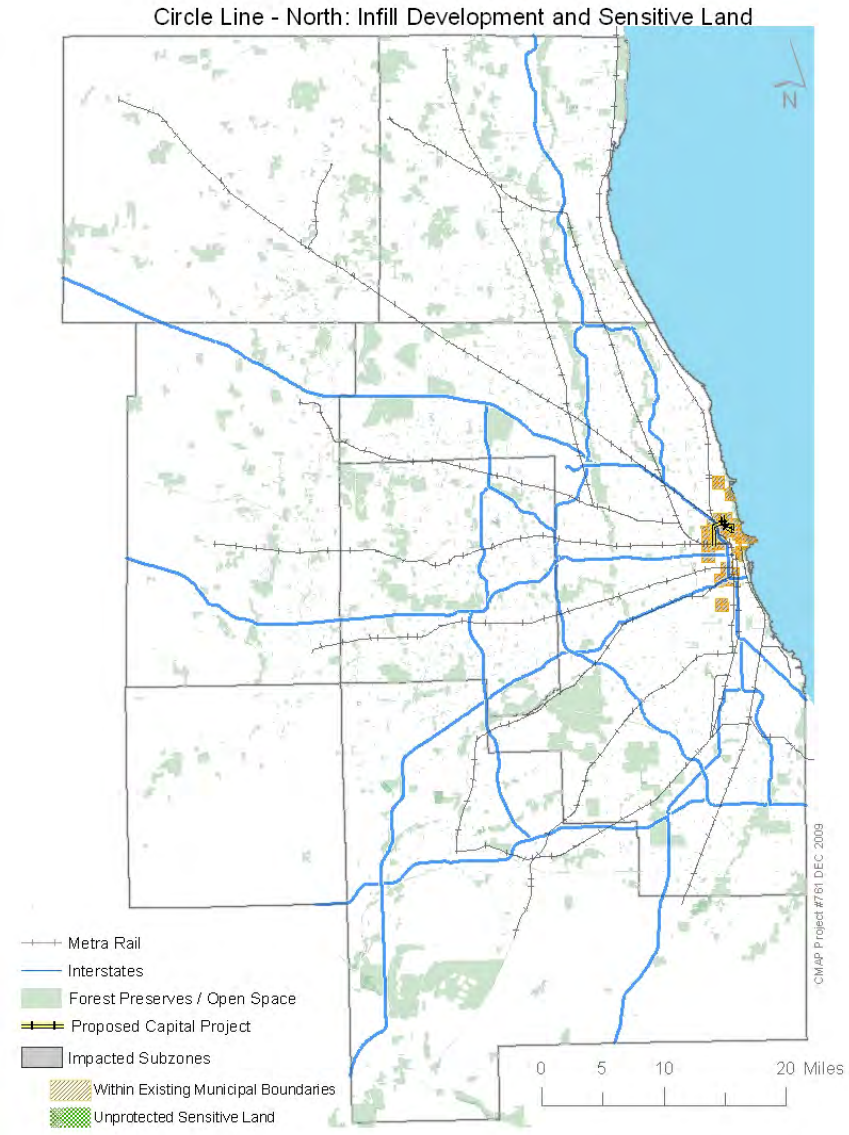
The overall project is viewed as having a year 2020 completion time frame.

Circle Line – northern portion

Project description

The Circle Line is a proposed new rail service that will connect several existing CTA rail lines. The northern portion of the Circle Line will connect the Ashland station of the Green and Pink Lines (also the northern terminus of the southern portion of the Circle Line) to the Red, Brown, and Purple Lines. This portion has been explored in less detail than the southern portion, and is considered a long term vision.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

A variety of alignments are possible for the connection to the Red, Purple, and Brown Lines; a connection somewhere in the vicinity of North Avenue or Division Street is expected.

PLEASE NOTE THAT THIS PROJECT EXHIBITS A NUMBER OF UNANTICIPATED RESULTS AND WILL BE RE-EVALUATED.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-740
	Total income in region	$412,724,000,000	($7,254,000)
	Gross Regional Product	$626,828,000,000	($12,078,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	42,391
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.39
	Average travel time in minutes, transit	58.36	-0.47
Mode share	Total trips, auto	29,222,026	-14,301
	Total trips, transit	3,306,482	16,436
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-638
	Average number of jobs accessible within 75 minutes by transit	1,268,062	20,865
Air quality	Daily emissions of VOC, tons	63.554	0.368
	Daily emissions of NOX, tons	50.937	0.218
	Annual emissions of direct PM, tons	1,020.4	3.6
	Annual emissions of NOX, tons	20,187	88
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	160,376
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	97
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Not identified.

Connectivity: The project is expected to provide connections between the Green, Pink, Red, Brown, and Purple Lines as well as a variety of CTA bus lines served are too numerous to list here. The purpose of the project is to improve connectivity by allowing transfers between services without having to travel all the way into the Loop.

Safety and security: Project provides reroute and bypass capability around Chicago Central Area in the event of an incident. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The Circle Line is identified as a priority within the Chicago Central Area Action Plan. It is also considered a supporting project in the Cook-DuPage corridor study.

Project status

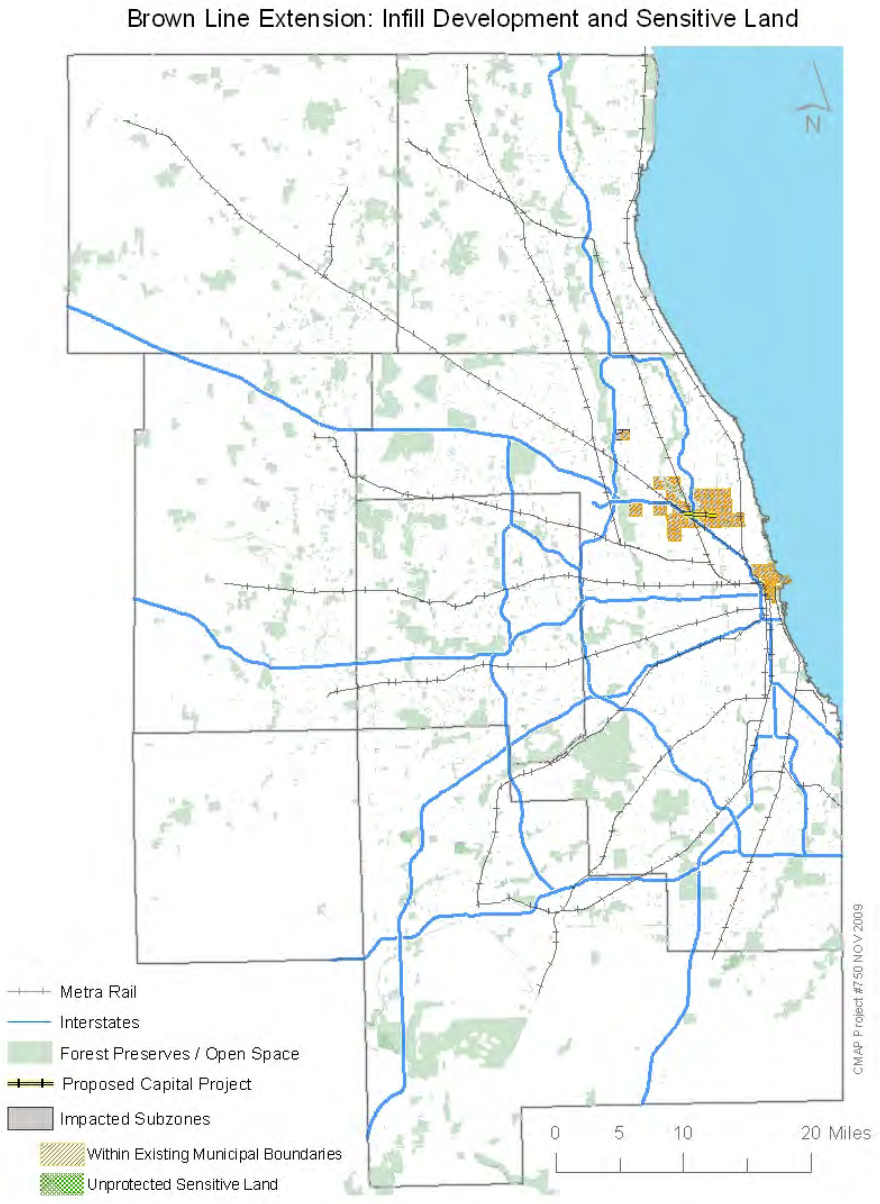
The selection of a Locally Preferred Alternative for the southern portion of the Circle Line is underway through the Alternatives Analysis process. More documentation on this, including detailed reports and maps, is available at: http://w.transitchicago.com/news_initiatives/planning/circle.aspx. The northern portion is considered a longer term project.

Brown Line Extension to Jefferson Park

Project description

Under this proposal, the Brown Line would be extended westward from its current terminus at Kimball Avenue near Lawrence Avenue to the Jefferson Park Blue Line Station.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stationss that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

The extension would be an elevated or subway rapid transit (HRT) corridor along Lawrence from Kimball to Jefferson Park with intermediate stations at Pulaski and Elston. The proposed extension of the Brown Line would provide expedited access for O'Hare employment and air travel trips from Chicago's north side and other communities along the Brown, Yellow, Purple, and Red Lines. The extension would also serve as a link to the proposed Mid-City Transitway BRT serving the Cicero Avenue corridor thus forming a circumferential transit network serving non-CBD Chicago communities.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	1,213
	Total income in region	$412,724,000,000	$63,138,000
	Gross Regional Product	$626,828,000,000	$92,280,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-549
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.04
	Average travel time in minutes, transit	58.36	-0.17
Mode share	Total trips, auto	29,222,026	-486
	Total trips, transit	3,306,482	418
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	5,915
	Average number of jobs accessible within 75 minutes by transit	1,268,062	4,903
Air quality	Daily emissions of VOC, tons	63.554	-0.025
	Daily emissions of NOX, tons	50.937	-0.027
	Annual emissions of direct PM, tons	1,020.4	-0.5
	Annual emissions of NOX, tons	20,187	-11
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-18,709
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	31
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2040. Project capital cost is estimated at $3.7 billion (in 2009$) with annual operating costs of $9 million.

Connectivity: The project directly connects the Brown and Blue Lines, with a connection to the proposed Mid-City Transitway also planned. Numerous CTA bus routes would also feature improved connections due to this project.

Safety and security: Project will provide additional evacuation routes and travel alternatives in the event of an incident to I-90 or O'Hare Airport. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: none identified.

Project status

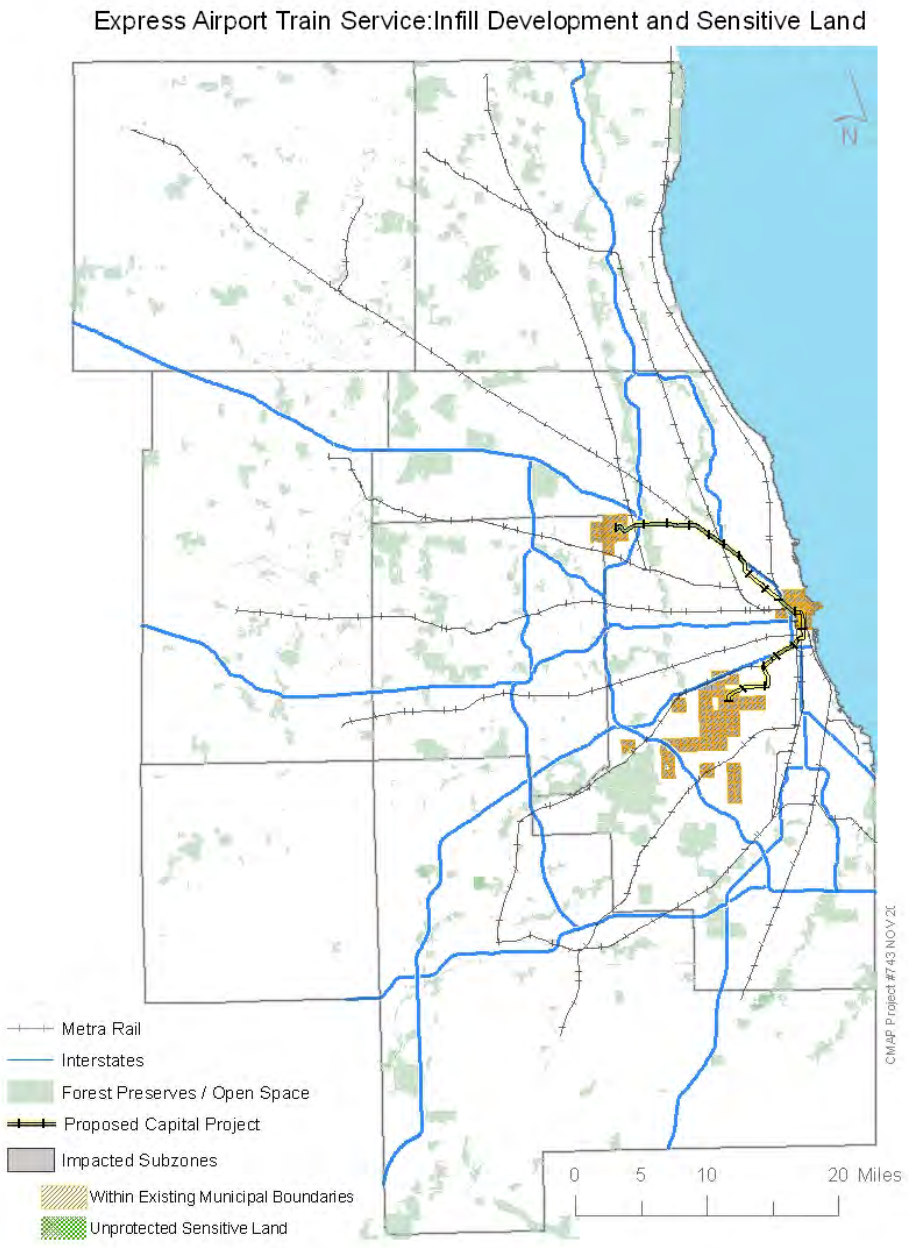
This project was identified during the Alternatives Analysis process for the Circle Line. The Brown Line extension is in an early stage of planning.

Express Airport Train Service

Project Description

The proposed Express Airport Train Service will provide non-stop service along CTA's Blue and Orange Lines, providing fast, direct service between O'Hare and Midway Airports and Chicago's central business district (CBD).

Project Map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The proposal includes a new downtown terminal providing passengers with boarding passes and baggage check-in. New vehicles will be specially designed for airline passengers and will feature spacious seating, business and air traveler amenities and space for carry-on luggage. The initial proposal provides express rail service between O'Hare International Airport and Midway International Airport with a single stop at a new station (Washington Intermodal Station, 108 North State Street) between the Red and Blue Lines in the Loop. The downtown station will be designed for checked baggage, airline check-in, and other airline passenger amenities, and will include pedestrian connections to the Blue and Red lines as well as the downtown underground pedestrian walkway. Station improvements at Midway and O'Hare are included in the proposal.

Several other related concepts are being discussed, specifically 1) bypass tracks; 2) a McCormick Place-based Express Service; and 3) privately operated express line operation.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	880
	Total income in region	$412,724,000,000	$49,243,000
	Gross Regional Product	$626,828,000,000	$72,123,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	5,141
Work Trip Commute Time	Average travel time in minutes, auto	33.84	-0.02
	Average travel time in minutes, transit	58.36	-0.17
Mode share	Total trips, auto	29,222,026	-373
	Total trips, transit	3,306,482	1,516
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	-466
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,919
Air quality	Daily emissions of VOC, tons	63.554	0.026
	Daily emissions of NOX, tons	50.937	0.004
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	1
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	2,697
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	240
	…as % of total impacted subzones	n/a	98%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: Estimated capital cost of this project is $1.8 billion, with annual operating cost of $15 million (Parson Brinkerhoff Business Plan).

Connectivity: Terminal at O'Hare will connect with current regular Blue Line service and proposed STAR Line and O'Hare to Schaumburg services. Downtown terminal will connected to all CTA services operating in the Central Area. Midway terminal will connect to current Orange Line service and proposed Inner Circumferential and Mid-City Transitway services.

Safety and Security: New rail capacity and operational improvements may provide redundancy for Blue and Orange lines in the event of an incident.

Bicycle and pedestrian accommodations: none specified

Consistency with subregional plans: the project is listed in Chapter 5 of the City of Chicago Central Area Action Plan.

Project Status

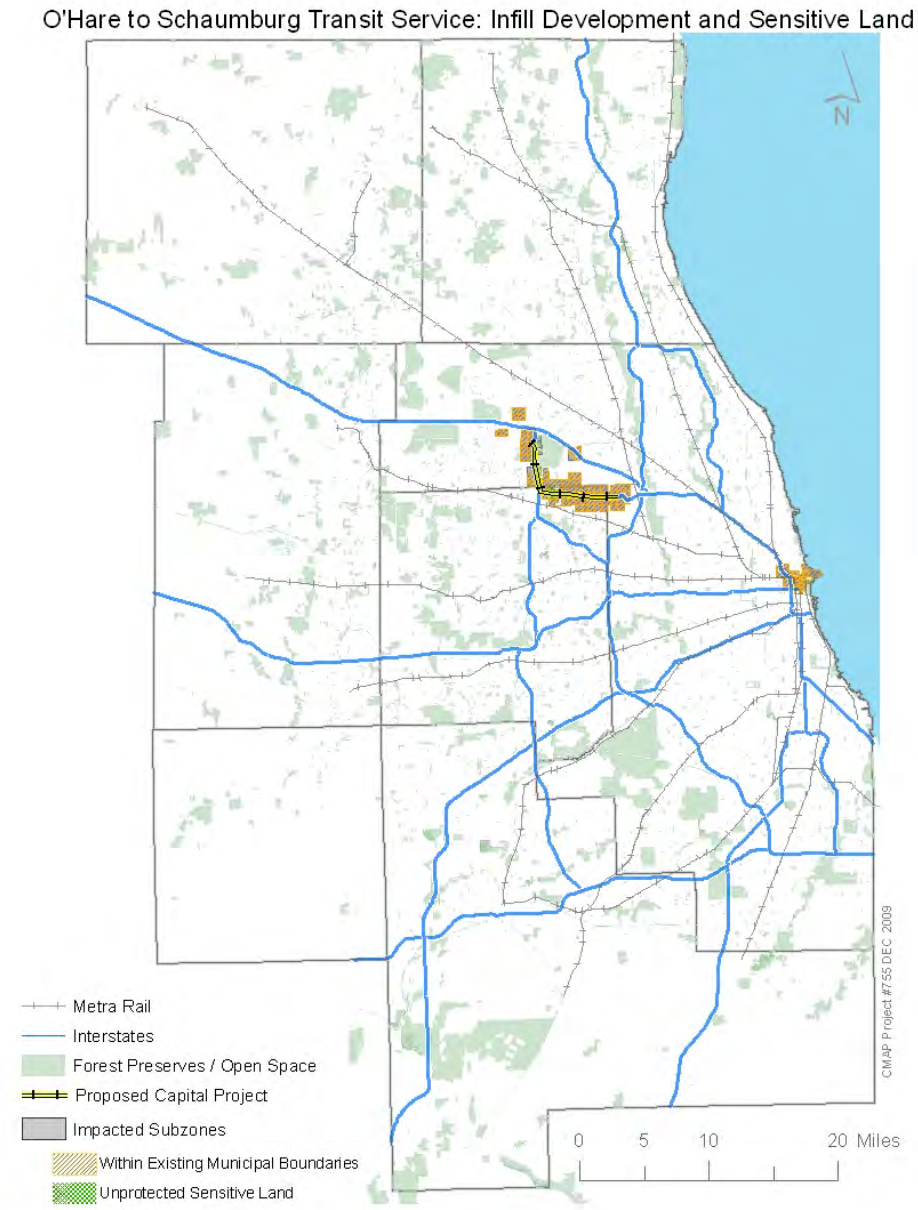
No initial studies or engineering are currently scheduled. This projected is viewed as having a medium term (year 2020) completion time frame.

Schaumburg-O'Hare Transit Connection

Project description

A transit component has been proposed as part of the Elgin-O'Hare Expressway improvements. The mode (rail or BRT) and operator of this service has not yet been determined.

Project map



This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

Currently, planning for the Elgin-O'Hare Expressway eastern improvements includes reservation of right of way for a future transit service. This project is expressed as a generic transit service that connects O'Hare's proposed western terminal to Schaumburg along the Elgin-O'Hare Expressway corridor.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	-302
	Total income in region	$412,724,000,000	($10,540,000)
	Gross Regional Product	$626,828,000,000	($14,762,000)
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	7,645
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.16
Mode share	Total trips, auto	29,222,026	-3,788
	Total trips, transit	3,306,482	4,681
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	3,807
	Average number of jobs accessible within 75 minutes by transit	1,268,062	10,958
Air quality	Daily emissions of VOC, tons	63.554	0.029
	Daily emissions of NOX, tons	50.937	0.006
	Annual emissions of direct PM, tons	1,020.4	0.0
	Annual emissions of NOX, tons	20,187	2
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	708
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	2
	…as % of total impacted subzones	n/a	1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	141
	…as % of total impacted subzones	n/a	94%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: No estimated completion year or cost has been established.

Connectivity: The project would connect the Blue Line, "J-Line," and STAR Line, with connections also possible to the Milwaukee District-West Line.

Safety and security: Project will provide redundancy in the event of incidents along the Elgin O'Hare East Extension or I-290, as well as an evacuation route from an incident affecting either O'Hare Airport or the Woodfield commercial area. Various in-vehicle

and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: Stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: The ongoing study of the Elgin-O'Hare Expressway, which included a land use and economic development component, highlighted the need for transit service in this corridor.

Project status

This project is in an early stage of planning and has not entered the federal Alternatives Analysis process.

Yellow Line Extension to Old Orchard Mall

Project description

The Yellow Line, also known as the Skokie Swift, provides service to Skokie from the Howard station, which is also served by the Red and Purple Lines. This project extends the Yellow Line to a new terminal at Old Orchard Mall.

Project map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

The project extends the Yellow Line for an additional 1.6 miles. It would travel from its current terminus along the Union Pacific Railroad until reaching the Edens Expressway, then travel north on the east side of the expressway to Old Orchard Mall, operating on an elevated structure for its entire length.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	994
	Total income in region	$412,724,000,000	$45,843,000
	Gross Regional Product	$626,828,000,000	$67,917,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-2,166
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.02
	Average travel time in minutes, transit	58.36	-0.33
Mode share	Total trips, auto	29,222,026	-984
	Total trips, transit	3,306,482	1,015
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	1,413
	Average number of jobs accessible within 75 minutes by transit	1,268,062	5,471
Air quality	Daily emissions of VOC, tons	63.554	0.005
	Daily emissions of NOX, tons	50.937	-0.019
	Annual emissions of direct PM, tons	1,020.4	-0.4
	Annual emissions of NOX, tons	20,187	-8
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-21,019
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	86
	…as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The estimated completion year for the project is 2015. It is estimated to cost $263 million to construct in 2009$, or $348 million in YOE$. Annual operating cost is estimated at $2.1 million in 2009$.

Connectivity: Currently two CTA and two Pace routes serve the Dempster station, the terminal of the Yellow Line. The extension of the Yellow Line would add connections to seven additional bus routes that serve the Old Orchard Mall.

Bicycle and pedestrian accommodation: The Village of Skokie has included pedestrian accommodations to support transit service as an element in its comprehensive plan.

Consistency with subregional plans: The Village of Skokie has included the Yellow Line extension within its comprehensive plan and has done significant land use planning to support this project.

Project status

The Locally Preferred Alternative for this project was selected in August 2009, completing the Alternatives Analysis process. This led to the selection of a preferred alignment that follows the UP railroad to a terminal to the east of the Edens Expressway. The next step in the process is to prepare a draft Environmental Impact Statement and begin preliminary engineering through the federal New Starts process. More documentation on the Alternatives Analysis process, including detailed reports and maps, is available at: http://w.transitchicago.com/yelloweis/documents.aspx

North Red Line Improvements

Project description

The Red Line serves Chicago's lakefront neighborhoods from Howard to its current terminal at 95th Street. This project includes improvements to the Red Line between the Addison and Howard stations. Along this segment, the Red Line operates within the same right of way as the Purple Line express service, which would also be affected by this project.

Project map

This map shows the proposed capital project and the subzones surrounding the associated stations that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project details and evaluation outcomes

Elements of the project include:

- Rehabilitation of the structure, tracks, power, and signal system to improve reliability and travel speeds.
- Station reconstruction or rehabilitation to make them accessible to persons with disabilities and expand capacity.
- Additional express service on the Purple Line south of Howard station to downtown.
- Reconfiguration of some station platforms between Howard and Belmont to allow express and local trains to serve the station.
- Improvements to bus transfer facilities and alignment of station entrances to provide convenient access to major east-west bus corridors.

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	408
	Total income in region	$412,724,000,000	$18,766,000
	Gross Regional Product	$626,828,000,000	$27,721,000
Congestion	Average Speed	n/a	n/a
	Hours of congestion systemwide	3,536,881	-4,708
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.19
Mode share	Total trips, auto	29,222,026	-872
	Total trips, transit	3,306,482	1,622
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	147
	Average number of jobs accessible within 75 minutes by transit	1,268,062	7,674
Air quality	Daily emissions of VOC, tons	63.554	-0.007
	Daily emissions of NOX, tons	50.937	-0.016
	Annual emissions of direct PM, tons	1,020.4	-0.3
	Annual emissions of NOX, tons	20,187	-6
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	-11,653
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	0
	…as % of total impacted subzones	n/a	0%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	284
	…as % of total impacted subzones	n/a	100%
Peak period utilization	One-Way Traffic Volumes	n/a	n/a
	Peak Period One-Way Capacity	n/a	n/a
Facility condition	CRS score (applies to highways only)	n/a	0.0

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

Cost: The project is estimated to be completed in 2030. Project capital cost is estimated at $2.26 billion (in 2009$). Annual operating cost would not be increased.

Connectivity: The project is expected to improve and expand service on an existing facility, and would improve connectivity but not create new connections.

Safety and security: Project will improve Red Line's capability as a travel alternative in the event of incidents affecting North Lake Shore Drive and other parallel N-S thoroughfares. Various in-vehicle and station design safety and security measures will be evaluated for inclusion in the project.

Bicycle and pedestrian accommodation: Bicycle and pedestrian accommodation: stations will be integrated into existing bicycle and pedestrian travel networks.

Consistency with subregional plans: Station area plans have been created as part of a separate initiative involving UIC, and the project seeks to encourage transit oriented development.

Project status

A vision study for this project is currently underway. Information concerning this process is online at: http://www.transitchicago.com/news_initiatives/planning/redpurplevision.aspx. This study is expected to be completed in 2010.